

# THE THOMAS GAMBLE BUILDING

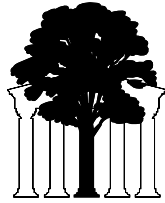


**Kelly's Block  
2-10 East Bay Street  
Savannah, Georgia**

**Luciana M. Spracher**

*Cover Image:*

The Thomas Gamble Building  
2-10 East Bay Street  
Savannah, Georgia  
Photographed by the author, December 2004



January 2005

Prepared by:  
Luciana M. Spracher  
Bricks & Bones Historical Research  
1611 East 50<sup>th</sup> Street  
Savannah, Georgia 31404  
912.308.6695

Prepared for:  
The City of Savannah, Georgia  
Research Library and Municipal Archives  
City Hall, Bay Street at Bull Street  
Savannah, Georgia 31401  
912.651.6412

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**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
**LEGAL DESCRIPTION**

*ALL of the following described property lying and being in the City of Savannah, Chatham County, Georgia, and known upon the map or plan of said city as that portion of Wharf Lot #9, lying east of Bull Street and south of River Street, and having a width on its northern and southern boundaries of one hundred and one (101) feet, more or less, and a depth from North to South of seventy (70) feet, more or less, and being bounded on the North by River Street; on the East by the Southern portion of Wharf Lot #8; on the South by Factors Walk; and on the West by City Hall Place.*

*Also all of the right, title and interest which the said party of the first part may have had or be entitled to in Factors Walk adjoining the said above described parcel of land, and also in and to all of the land south of Factors Walk to Bay Street which was originally a part of said Wharf Lot Numbered Nine (9).<sup>1</sup>*



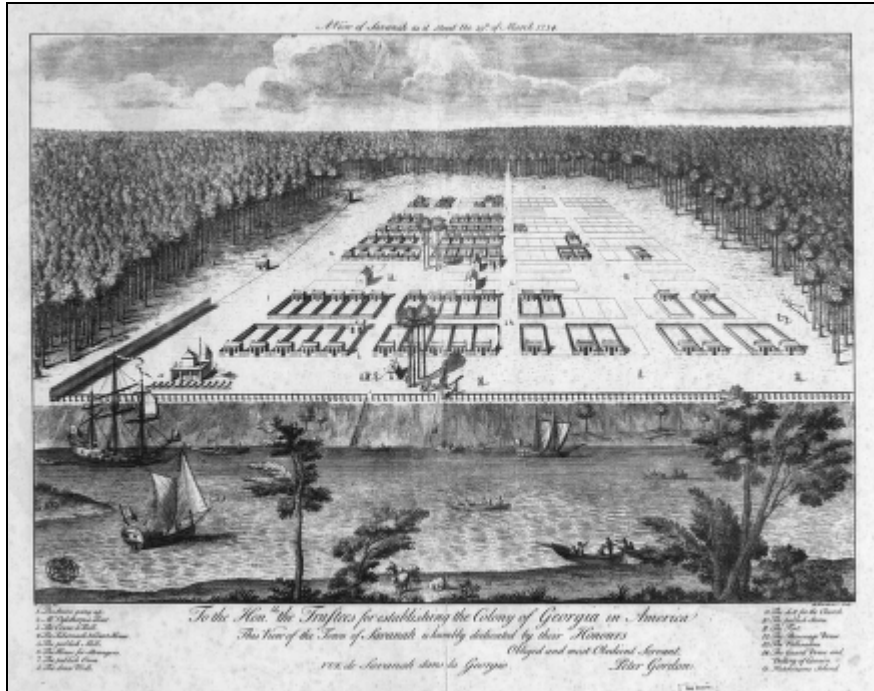
The Thomas Gamble Building  
2-10 East Bay Street  
Rear ½ of Wharf Lot 9, East of Bull Street  
PIN# 2-0004-10-008  
Savannah, Georgia  
Photographed by the author, December 2004

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<sup>1</sup> *Property Deed: 38U-141*, Superior Court Record Room, Chatham County Courthouse, Savannah, Georgia.

## PROPERTY & ARCHITECTURAL HISTORY (1733-1943)

### SETTLEMENT OF SAVANNAH & WHARF DEVELOPMENT



“A View of Savannah as it Stood the 29<sup>th</sup> of March 1734,” drawn by Peter Gordon, 1734<sup>2</sup>

Following the establishment of the new British colony of Georgia, the town of Savannah was settled under the leadership of General James Edward Oglethorpe along a high bluff overlooking the Savannah River in 1733. In a letter addressed to the Trustees for the Establishment of a Colony in Georgia he wrote:

*I went myself to view the Savannah River. I fixed upon a healthy situation about ten miles from the sea. The river here forms a half moon, along the south side of which the banks are almost forty foot high and on top flat, which they call a bluff. Ships that draw twelve foot water can ride within ten yards of the bank.<sup>3</sup>*

<sup>2</sup> Call # G3924.S3A3 1734.G6.1876 TIL, Digital ID #g3924s pm001305, <http://hdl.loc.gov/loc.gmd/g3924s.pm001305>, Library of Congress Geography and Map Division, Washington, D.C.

<sup>3</sup> Mills B. Lane, *Savannah Revisited: History and Architecture* (5<sup>th</sup> edition, Savannah: The Beehive Press, 2001) 35.

The town was laid out on top of the bluff extending southward, in a functional system of town building lots, garden lots, farm lots, plus a town common and central public squares. The area below the bluff was a sandy beach not included in the town plan proper.

*Originally, the area [along the river] was a 40 foot high bluff overlooking a beach that extended the length of the bluff approximately one mile. This bluff belonging to the people had always been a part of the common land, and only through acts of legislature could it ever be alienated.*<sup>4</sup>

Successful colonial towns relied on an advantageous location; “a successful coastal town...depended on a deep harbor, a navigable river to bring produce from the interior and fertile lands feeding crops into the river highway to the port. Savannah had all three and prospered.” Initially, goods were brought up from the beach to the town by a crane, as seen in Peter Gordon’s 1734 view.<sup>5</sup>

*Around the middle of the 18<sup>th</sup> century, the flat riverfront below the high, sandy bluff was divided up into wharf lots. These lots extended from the water line up to the base of the bluff. Eight of the thirteen existing streets traversed down the bluff and terminated at the wharves.*<sup>6</sup>

As the town grew, wharves were constructed below the bluff and merchants conducted business there or directly from the decks of ships. In 1749, James Habersham and Francis Harris ran the first export ship from Savannah, beginning a one-hundred and fifty year business and the steady growth of Savannah as an import and export center. In 1750, slaves were legally permitted in the Colony of Georgia and Savannah began to experience its first period of real prosperity. The first cotton shipment from Savannah to England left in 1764. However, it would be rice, not cotton, that initially increased activity along the wharves.<sup>7</sup>

*[Rice] profits providing the impetus for a real shipping industry and the development of warehouses and wharves along the Bay. In a very real sense, it was rice -- the product of slave labor -- that set in force the mechanisms of*

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<sup>4</sup> Elliott O. Edwards, Jr., “The Protection of Savannah Bluff: Planning and Construction of Factors Walk Retaining Wall,” (Savannah: U. S. Army Corps of Engineers, Savannah District, January 1987) 6.

<sup>5</sup> John Niles Sears, *The First One-Hundred Years of Town Planning in Georgia* (Atlanta: Cherokee Publishing Company, 1979) 51; Lane, 34; Chan Sieg, *The Squares: An Introduction to Savannah* (Norfolk: The Donning Company, 1984) 80.

<sup>6</sup> Edwards, 6.

<sup>7</sup> Sears, 51; Lane, 24, 34; Sieg, 80.

*transportation, storage and shipping which made Savannah ideal for the unbelievable aftermath of Eli Whitney's invention.*<sup>8</sup>

As exporting increased, warehouses and offices were built at the foot of the bluff. The first, to rise tall enough to be level with the town and begin the transformation of the bluff into Factors' Walk, was Commerce Row built in 1789 by Robert and John Bolton (just west of the future site of the City Exchange).<sup>9</sup>

*The location of the city's government at the head of Bull Street where it overlooks both the water and the land led to the development of the Bay Street area as a center of business, trade, and commerce.*<sup>10</sup>

The invention of the cotton gin in the 1790s revitalized cotton cultivation and transformed the riverfront into a continuous row of warehouses and offices. Exports out of Savannah totaled less than \$500,000 in 1794, a little over twenty years later that number would be \$14,000,000. At its peak, the port shipped out over two million bales of cotton a year. "Since 1800 the pulse of Savannah, [has been] the area along Bay Street."<sup>11</sup>

*Thomas Gamble recalled that by 1888 the air along factors' walk was vibrant with the commercial electricity: 'The pulse of the city beat with the strength of a young giant. Everyone believed that Savannah was at the open door to an era of unprecedented progress.'*<sup>12</sup>

It is within this atmosphere that the property now known as 2-10 East Bay Street developed, from wharf to commercial block, in the heart of Savannah's shipping world.

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<sup>8</sup> Sieg, 80.

<sup>9</sup> Lane, 57.

<sup>10</sup> Sieg, 80.

<sup>11</sup> Sieg, 82; Lane, 55, 57, 199.

<sup>12</sup> Lane, 199.

**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
**CHAIN OF TITLE**

*The following records can be found in the record room of the Superior Court of Chatham County in the Chatham County Courthouse on Montgomery Street, Savannah, Georgia.*

Date	Book-Page	Grantor to Grantee
------	-----------	-----------------------

*Notes*

~ *Property known as Wharf Lot 10, East of Bull Street* ~

c. July 1766	~	Captain Nicholas Horton to William Moore Wharf and stores <sup>13</sup>
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~ Jan 1769	U-418	William Moore to Matthew Mauve Wharf Lot 10, Moore's Wharf <sup>14</sup>
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20 Sep 1769	X2-1093	Matthew Mauve to Susannah Moore and children Wharf Lot 10, Moore's Wharf
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*Notes*

Matthew Mauve left Wharf Lot 10 to his granddaughter, Susannah Moore, and in the event of her death, to any surviving children of Susannah and her husband, William Moore.<sup>15</sup>

10 Aug 1791	L-184 <i>Lease</i>	John Moore, gentleman, of Savannah to William Vanderlocht, merchant, of Savannah Part of Wharf Lot 10, Moore's Wharf
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*Notes*

John Moore was the son of Susannah and William Moore. He leased a portion of Lot 10 (probably the western edge), measuring 24 feet by 66 feet, to Vanderlocht for four years starting on 1 August 1791. The terms of the lease included the construction of a store house by the grantee within one year of the execution of the lease:

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<sup>13</sup> *Georgia Gazette* (16 July 1766) from Elizabeth Evans Kilbourne, *Savannah, Georgia Newspaper Clippings (Georgia Gazette), Volume 1 1763-1770* (Savannah: Elizabeth Evans Kilbourne, 1999) 159.

<sup>14</sup> *Ward Books: Wharf Lots East, Lot 9*, Georgia Historical Society, Savannah, Georgia.

<sup>15</sup> *Ward Books: Wharf Lots East, Lot 9*.



	<i>L-184 cont.</i>	<i>And the said William Vanderlocht...shall and will before the expiration of one year from the date hereof at his own proper costs and charges erect, build, complete and in workmanlike manner finish one good substantial three story Store house or Tenement upon the ground...to be twenty four feet in breadth fronting the river Savannah and forty feet depth and to be built of stone, containing in height eight feet between the floors and the two upper stories to be built of wood...</i> <sup>16</sup>
11 Apr 1793	<i>L-188 Lease</i>	William Vanderlocht to Phineas Miller, Agent for the estate of General Nathaniel Greene Part of Wharf Lot 10, Moore's Wharf  <i>Notes</i> Lease of the property and store house described in the lease dated 10 August 1791 (L-184) for 2,000£. <sup>17</sup>
6 May 1802	<i>W-466</i>	Ann Moore, widow of John Moore and legatee of will of Mrs. Susannah Moore, deceased to Robert Bolton, trustee for Thomas and Robert Newell, sons of Captain Thomas Newell Undivided ½ interest in Wharf Lot 10, Moore's Wharf  <i>Notes</i> In 1769, Mathew Mauve deeded Wharf Lot 10 to his granddaughter, Susannah Moore, and her children. When Susannah Moore died, the property would have transferred to her child, John M. Moore (son with William Moore). However, John M. Moore died before Susannah, leaving no heirs. Therefore, in her Last Will and Testament, dated 13 April 1798 (with codicil dated 28 April 1800), Susannah Moore left interest in Wharf Lot 10 to her nephews, Thomas and Robert Newell. It seems that the other ½ interest in Wharf Lot 10 eventually came to Robert and Thomas Newell through their father, Thomas Newell, Sr., or Bolton relatives. <sup>18</sup>
~ Mar 1806	<i>2A-490</i>	Robert and Thomas Newell, merchants to Robert and John Bolton, merchants Undivided ½ interest in Wharf Lot 10, Moore's Wharf  <i>Notes</i> Deeded property to cover debt of \$48,664.22 owed to the Boltons. <sup>19</sup>

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<sup>16</sup> *Property Deed: L-184.*

<sup>17</sup> *Property Deed: L-188.*

<sup>18</sup> *Property Deed: W-466.*

<sup>19</sup> *Property Deed: 2A-490.*

~ *Property now known as Wharf Lot 9, East of Bull Street* ~

7 Dec 1807	2B-28	Thomas Newell, Sr. to Thomas and Robert Newell All his interest in Wharf Lot 9, Moore's Wharf
		<i>Notes</i> Deeded property for faithful payment of debt. It seems that at this point, the two halves of the property were rejoined. <sup>20</sup>
7 Dec 1807	2B-32	Robert and Thomas Newell, merchants to Thomas Newell, Sr. All their interest in Wharf Lot 9, Moore's Wharf
		<i>Notes</i> For \$35,000, the senior Newell received several tracts of land from Robert and Thomas, including Moore's Wharf. <sup>21</sup>
15 Jan 1810	2C-402	Thomas Newell, Sr., of Savannah to Thomas and Robert Newell, of Savannah All his interest in Wharf Lot 9, Moore's Wharf
		<i>Notes</i> Deeded with other tracts of land for \$18,000. <sup>22</sup>
6 Mar 1810	2C-500	Thomas and Robert Newell by John Eppinger, Marshal of the District of Georgia to Ralph Clay Undivided ½ interest in Wharf Lot 9, Moore's Wharf
		<i>Notes</i> Ralph Clay obtained a judgment against Thomas and Robert Newell for \$38,013.55 and the property was seized and sold at public auction to Clay for \$3,050. The property was once again split into two. <sup>23</sup>
4 Feb 1812	2D-321	Thomas and Robert Newell by Robert Duke, Sheriff of Chatham County to Robert and John Bolton Undivided ½ interest in Wharf Lot 9, Moore's Wharf
		<i>Notes</i> Foreclosure <sup>24</sup>

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<sup>20</sup> *Property Deed: 2A-490.*

<sup>21</sup> *Property Deed: 2B-32.*

<sup>22</sup> *Property Deed: 2C-402.*

<sup>23</sup> *Property Deed: 2C-500.*

<sup>24</sup> *Property Deed: 2D-321.*

2 Mar 1824    2N-84    Robert Bolton by John H. Morel, Marshal of the District of Georgia  
to Amos Scudder  
All his interest in Wharf Lot 9, Moore's Wharf

*Notes*

John and Curtis Bolton obtained a judgment against Robert Bolton for \$200,000 and the interest of Robert Bolton in Wharf Lot 9, Moore's Wharf was seized and disposed of at public auction to the highest bidder, Amos Scudder, for \$200.<sup>25</sup>

2 Mar 1824    2N-85    John Bolton, Curtis Bolton, and R. Richardson  
by John H. Morel, Marshal of the District of Georgia  
to Amos Scudder  
All their interest in Wharf Lot 9, Moore's Wharf

*Notes*

The Bank of the United States obtained a judgment against John Bolton, Curtis Bolton, and R. Richardson for \$20,346.60 and all their interest in Wharf Lot 9, Moore's Wharf was seized and sold at public auction to the highest bidder, Amos Scudder, for \$2,450.<sup>26</sup>

~ May 1824    2N-14    Amos Scudder, mechanic  
to Sarah Bolton, wife of John Bolton, and Ann Bolton,  
wife of Curtis Bolton  
His undivided 1/2 interest in Wharf Lot 9, Moore's Wharf

*Notes*

*Amos Scudder is about to erect at his own proper costs and charges sundry stores or buildings on the said wharf and to finish and complete the same, for the dowering of which he will be compelled to expend a considerable sum of money...*

In the course of her research, Mary Morrison deducted that Scudder was leasing the new buildings to the Bolton wives until he was paid for the improvements, interests on several sums of money, expenses and taxes, and insurance repairs. Once Scudder was repaid for the building, he would convey the title back to the Boltons.<sup>27</sup>

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<sup>25</sup> *Property Deed: 2N-84.*

<sup>26</sup> *Property Deed: 2N-85.*

<sup>27</sup> *Ward Books: Wharf Lots East, Lot 9; Property Deed: 2N-14.*

2 Feb 1827     2O-126

Amos Scudder, mechanic  
to Sam Hicks of New York City, merchant  
All his interest in the buildings on Wharf Lot 9 for \$6,430

*Notes*

*Amos Scudder did proceed to build and finish the said buildings, stores and improvements and paid costs etc, and hath received rents...to the amount of \$2,065.90.*

Scudder was still due \$6,430 on the buildings from the Boltons and sold the claim to the debt to Sam Hicks (similar to a transfer of a mortgage between two companies). Since the Bolton family was still in possession of the property in the 1860s, we have to assume that the deed was eventually paid off and the title secured by the Boltons.<sup>28</sup>

27 Feb 1860     3T-86

Dr. James Bolton and Anna Maria Bolton, his wife,  
both of Richmond, Virginia, and Ann Sherrod, Francis Bolton,  
and Henrietta Bolton, all of Baltimore, Maryland, by their  
attorneys Robert and William Neyle Habersham, of Savannah  
to Gazaway B. Lamar, of Savannah  
All interest in ¼ Wharf Lot 9, Moore's Wharf for \$5,000.

*Notes*

Deeds 3T-86, 3T-87, 3T-89 and 3T-90 rejoined all the interest in Wharf Lot 9, Moore's Wharf.<sup>29</sup>

28 Feb 1860     3T-87

Dr. Jackson Bolton and Anna H. Bolton, his wife, Robert C. Bolton  
and Helena L. Bolton, his wife, all of New York, Bartow S.  
Alexander and Sarah, his wife, of Cohasset, Massachusetts,  
John H. Bolton, of California, and Curtis E. Bolton, of Great  
Salt Lake City, Utah, by their attorney Charles S. Henry, of  
Savannah  
to Gazaway B. Lamar  
All interest in ¼ Wharf Lot 9, Moore's Wharf for \$5,000.

*Notes*

Deeds 3T-86, 3T-87, 3T-89 and 3T-90 rejoined all the interest in Wharf Lot 9, Moore's Wharf.<sup>30</sup>

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<sup>28</sup> *Property Deed: 2O-126.*

<sup>29</sup> *Property Deed: 3T-86.*

<sup>30</sup> *Property Deed: 3T-87.*

27 Feb 1860	3T-89	<p>August Belmont and Caroline S., his wife, both of New York City, by their attorney Robert Habersham of Savannah to Gazaway B. Lamar All interest in ¼ Wharf Lot 9, Moore's Wharf for \$5,000.</p> <p><i>Notes</i> Deeds 3T-86, 3T-87, 3T-89 and 3T-90 rejoined all the interest in Wharf Lot 9, Moore's Wharf.<sup>31</sup></p>
28 Feb 1860	3T-90	<p>James C. Booth, of Philadelphia, under the Last Will and Testament of Mrs. Ann Booth, late of Philadelphia, by his attorney Charles Henry, of Savannah to Gazaway B. Lamar All interest in ¼ Wharf Lot 9, Moore's Wharf for \$5,000.</p> <p><i>Notes</i> Deeds 3T-86, 3T-87, 3T-89 and 3T-90 rejoined all the interest in Wharf Lot 9, Moore's Wharf.<sup>32</sup></p>
2 Jul 1866	3Y-121	<p>Gazaway B. Lamar To G. DeRosset Lamar, for himself and as Trustee for his three sisters Wharf Lot 9 (front and rear)</p> <p><i>Notes</i> G. DeRosset Lamar and his three sisters were the only surviving children of the late Harriet C. Lamar and Gazaway B. Lamar. As part of their deceased mother's estate, Wharf Lot 9, along with other property, was deeded to the children.<sup>33</sup></p>
21 Jun 1869	4D-123	<p>G. DeRosset Lamar, of Richmond County, Georgia, in his own right and as Trustee for Annie O. Minor, wife of Hubbard Taylor Minor, of Savannah, Charlotte A. Soutter, wife of Robert Soutter, of New York City, and Harriet C. Lamar, a minor, of Chatham County to Eugene Kelly, of New York City Wharf Lot 9 (front and rear), east of Bull Street for \$50,000<sup>34</sup></p>

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<sup>31</sup> *Property Deed: 3T-89.*

<sup>32</sup> *Property Deed: 3T-90.*

<sup>33</sup> *Property Deed: 3Y-121.*

<sup>34</sup> *Property Deed: 4D-123.*

29 Jun 1907    9M-331    Estate of Eugene Kelly, represented by Eugene Kelly, Thomas H. Kelly and Paul Fuller, as Executors and Trustees under the Last Will and Testament of Eugene Kelly, late of the State of New York, deceased  
to Temple Court Company, of the State of New York  
Wharf Lot 9 (front and rear), east of Bull Street for \$40,000<sup>35</sup>

9 Jul 1942    37R-24    Temple Court Company, of New York City  
to Veronica M. Thomas, of Brooklyn, New York  
Part of Wharf Lot 9 (rear), east of Bull Street for \$10,000

*Notes*

This deed included the first specific reference to title in the adjoining Factors' Walk in the transfer of Wharf Lot 9:

*Also all of the right, title and interest which the said party of the first part may have or be entitled to in Factors Walk adjoining the said above described parcel of land, and also in and to all of the land south of Factors Walk to Bay Street which was originally a part of said Wharf Lot Numbered Nine (9).<sup>36</sup>*

15 Jun 1943    38U-141    Veronica M. Thomas, of County and State of New York  
to the Mayor and Aldermen of the City of Savannah,  
of the State of Georgia  
Part of Wharf Lot 9 (rear), east of Bull Street<sup>37</sup>

*current owner*

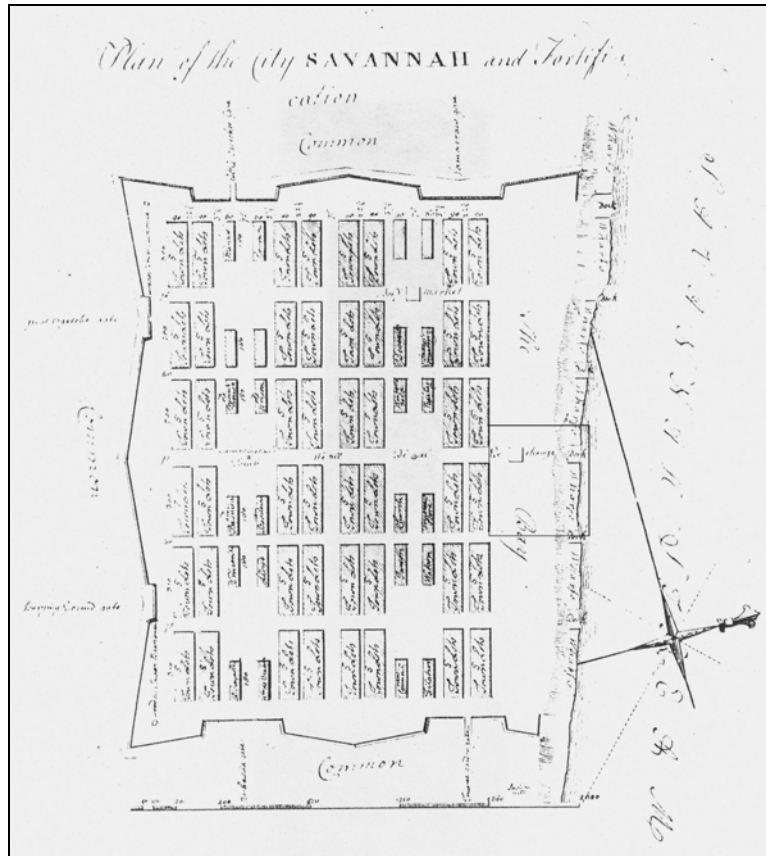
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<sup>35</sup> *Property Deed: 9M-331.*

<sup>36</sup> *Property Deed: 37R-24.*

<sup>37</sup> *Property Deed: 38U-141.*

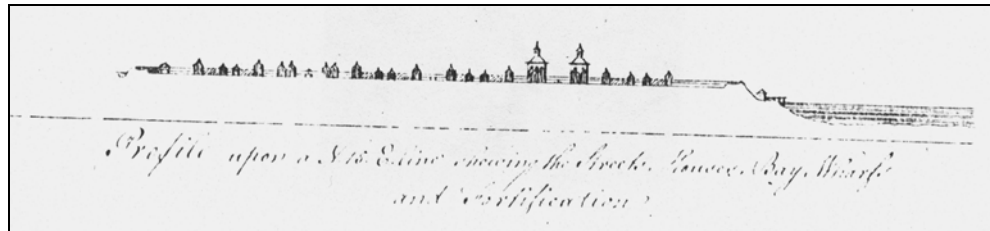
**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
**MOORE'S WHARF (1766-1824)**



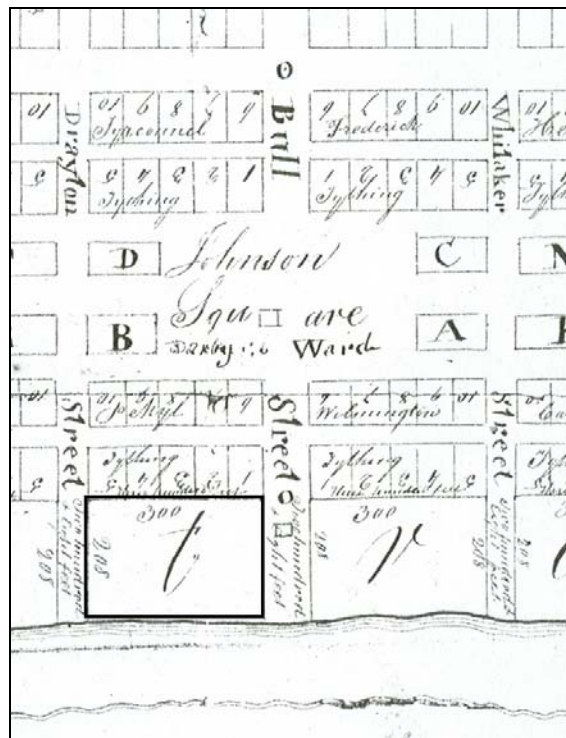
"Plan of the City Savannah and Fortifications," drawn by unknown, c.1757<sup>38</sup>

The building now referred to as the Thomas Gamble Building is located on the rear half of Wharf Lot 9, east of Bull Street. This lot was originally numbered Wharf Lot 10. In a plan of the City of Savannah, drawn c.1757, the land along the Savannah River bluff is labeled with "Wharfs" and "Docks," and the only structure noted along the top of the bluff is an exchange building. The town is set back from the edge of the bluff with the wharves below the bluff.

<sup>38</sup> MS 1018, Waring Map Collection, Volume 1, Plate 20, Georgia Historical Society.



“Profile...showing the Streets, Houses, Bay, Wharfs and Fortifications,”  
drawn by unknown, c.1757<sup>39</sup>



“Plan of the Town of Savannah, 5 February 1770,” drawn by Thomas Shruder, 1770<sup>40</sup>

A 1770 map of the City, drawn by Thomas Shruder, Deputy Surveyor General, did not outline any construction on the wharf lots and bluff besides the Exchange. However, by July 1766, there were stores located on Wharf Lot 10 when William Moore, wharfinger<sup>41</sup>, took possession of the wharf property from

<sup>39</sup> MS 1018, Waring Map Collection, Volume 1, Plate 20.

<sup>40</sup> Engineering Department Plans & Drawings, #XA-22, City of Savannah Research Library and Municipal Archives, City Hall, Savannah, Georgia.

<sup>41</sup> Wharfinger refers to an operator or manager of a commercial wharf.



Captain Nicholas Horton. Unfortunately, there is no description of the actual buildings.

*The subscriber is now in possession of the wharf and stores formerly the property of Captain Nicholas Horton, where constant attendance will be given for the convenience of those that please to favor him with their commands. William Moore.*<sup>42</sup>

Advertisements found in the *Georgia Gazette* in the summer and fall of 1766 show that Moore began conducting a regular business on the wharf, selling imported goods like flour, rum, and iron. The wharf soon became known as William Moore's Wharf with only one other mention of the previous owner, Nicholas Horton. The property would carry this name, Moore's Wharf, with it for at least one hundred years.

*To be sold by Christopher Pechin on board the schooner Phoenix, Nathaniel Gardner, master, now lying at Mr. William Moore's wharf next to Messrs. Johnson and Wylly's, just arrived from Philadelphia, flour, water, milk, butter bread, rum, double beer, butter, herrings, hams, onions, earthen ware, bar iron and sugar loaf.*<sup>43</sup>

*Choice Jamaica coffee and rum, Antigua rum, New York rum, Barbados spirits, Philadelphia flour, muscovado sugar, pig tail, tobacco, iron pots. The above articles will be warranted good and sold cheap for cash at Captain Nicholas Horton's wharf by William Moore.*<sup>44</sup>

On October 8, 1766, William Moore married Miss Susannah Bolton, the daughter of Robert Bolton and granddaughter of Matthew Mauve. Within one year, William Moore and Matthew Mauve were conducting business together. In November of 1767, they advertised the sale of land and cattle owned by a Gibbons. Meanwhile, Moore continued to sell from his wharf stores.<sup>45</sup>

*Just imported and to be sold by William Moore at his wharf, extraordinary good Jamaica rum by the hogshead<sup>46</sup>, quartercask.*<sup>47</sup>

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<sup>42</sup> *Georgia Gazette* (16 July 1766) from Kilbourne I, 159.

<sup>43</sup> *Georgia Gazette* (20 August 1766) from Kilbourne I, 163.

<sup>44</sup> *Georgia Gazette* (3 September 1766) from Kilbourne I, 166.

<sup>45</sup> *Georgia Gazette* (15 October 1766, 25 November 1767) from Kilbourne I, 175, 249.

<sup>46</sup> Hogshead refers to a large cask or barrel, or a U.S. measuring unit equal to sixty-three gallons.

<sup>47</sup> *Georgia Gazette* (20 July 1768) from Kilbourne I, 300.

In January of 1769, William Moore deeded Wharf Lot 10, Moore's Wharf to his grandfather-in-law, Matthew Mauve. In less than a year, Mauve transferred the property back to Susannah Moore, William's wife and Mauve's granddaughter. The property would stay in Susannah's possession until her death around the turn of the century. It is unclear why the property was transferred to Mauve and then placed in Susannah's name. Perhaps, William Moore was having financial difficulties and wanted to protect his investment for his family. In November of 1769, three slaves of his were sold at the Exchange after being seized by Matthew Roche, the Provost Marshal.<sup>48</sup>

*To be sold at the Exchange in Savannah, three valuable negro men, the property of William Moore... The whole seized on execution by Matthew Roche, Provost Marshal.*<sup>49</sup>

After the property was transferred back to Susannah, Matthew Mauve advertised for its rental:

*To be let, the wharf, store and store house, lately the property of William Moore, and may be entered upon immediately. For further particulars enquire of Matthew Mauve in Savannah.*<sup>50</sup>

In the same issue of the *Georgia Gazette*, William Moore was advertising the sale of "Irish linens, ironmongery and cutlery ware." It is unclear if he was still selling from the store mentioned in Mauve's advertisement or had moved the location of his business.<sup>51</sup>

Matthew Mauve died on June 28, 1775, followed soon after by his wife, Jane, on September 20, 1775. Sometime before 1788, William Moore passed away, leaving the wharf lot property to be managed by his widow, Susannah, and their son, John M. Moore. In July of 1788, John advertised in the *Georgia Gazette* hoping to lease the property. There are no articles after the advertisement confirming if the wharf was rented then.<sup>52</sup>

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<sup>48</sup> *Ward Books: Wharf Lot 9.*

<sup>49</sup> *Georgia Gazette* (15 November 1769) from Kilbourne I, 403.

<sup>50</sup> *Georgia Gazette* (13 December 1769) from Kilbourne I, 409.

<sup>51</sup> *Georgia Gazette* (13 December 1769) from Kilbourne I, 409.

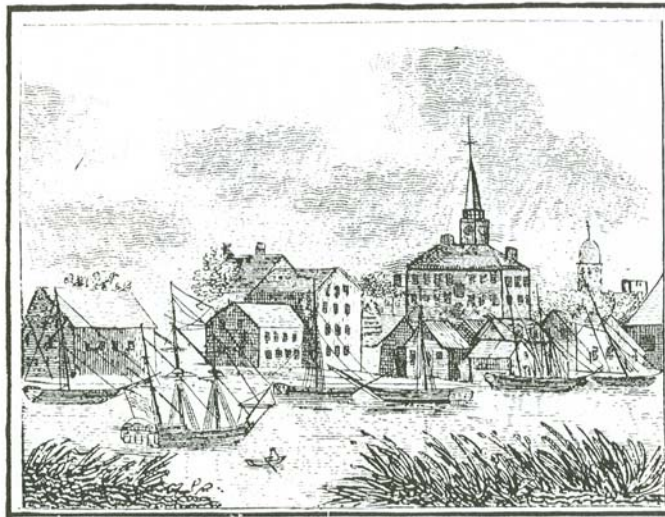
<sup>52</sup> *Georgia Gazette* (28 June 1775 3:1, 20 September 1775 3:1) from Genealogical Committee of the Georgia Historical Society, *Early Deaths in Savannah, Georgia 1763-1803, Obituaries and Legal Notices* (Savannah: Georgia Historical Society, 1993) 19-20.

*To let, the wharf and stores adjoining the east side of the Lower Market Wharf. John Moore.*<sup>53</sup>

On June 10, 1790, the newspaper announced the sloop *Judith* awaiting departure at John Moore's Wharf, however it does not indicate if Moore, or some lessee, was operating the wharf.

*For Boston, the sloop Judith, Isaac Clark, master, to sail in 15 days. For freight or passage apply on board said sloop at Mr. John Moore's wharf.*<sup>54</sup>

On August 10, 1791, John leased a portion of the property to William Vanderlocht, a Savannah merchant. The four-year lease stipulated that Vanderlocht would construct a three-story storehouse or tenement on the property within one year, at his own expense, which at the end of the lease would remain the property of John Moore. The storehouse had to be "twenty four feet in breadth fronting the river Savannah and forty feet depth and to be built of stone, containing in height eight feet between the floors and the two upper stories to be built of wood..."<sup>55</sup>



Detail from a "Plan of the City & Harbor of Savannah," drawn by I. Stouf, 1818<sup>56</sup>

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<sup>53</sup> *Georgia Gazette* (10 July 1788) from Elizabeth Evans Kilbourne, *Savannah, Georgia Newspaper Clippings (Georgia Gazette), Volume III 1786-1792* (Savannah: Elizabeth Evans Kilbourne, 2000) 153.

<sup>54</sup> *Georgia Gazette* (10 June 1790) from Kilbourne III, 269.

<sup>55</sup> *Property Deed: L-184*.

<sup>56</sup> Lane, 66.

It is unclear whether Vanderlocht's building replaced the earlier storehouses or was simply added on to a vacant part of the lot. Stouf's 1818 sketch of the Savannah bluff seems to show numerous gable roofed structures in the vicinity of Moore's Wharf, just below the City Exchange. Perhaps this view included both Vanderlocht's building and those erected earlier.

The purpose of Vanderlocht's storehouse is hinted at in the discussion of the building's fixtures:

*...that the shelves, counters, and machines for hoisting hogsheads and barrels from the wharf into the store, which the said Vanderlocht should think fit and convenient to erect and set up upon the devised premises shall at the expiration of the here devised term be appraised by three indifferent merchants and one half of the appraised value, shall be repaid by the said John Moore, to the said William Vanderlocht...*<sup>57</sup>

Vanderlocht did not remain long in the rented stores. On August 1, 1793, Susannah Moore and Robert Bolton advertised for a new tenant:

*To be rented and immediate possession given, that valuable wharf and part of the stores therein, lately occupied by Mr. William Vanderlocht. For terms apply to Robert Bolton or Susannah Moore.*<sup>58</sup>

In April 1793, William Vanderlocht signed over the lease to Phineas Miller, an agent for the estate of General Nathaniel Greene. Vanderlocht died in Savannah the following September. The store was once again rented in November of that same year. From the advertisements in the *Georgia Gazette*, it seems that nobody occupied the store after Vanderlocht until Robert Watts in November of 1793.<sup>59</sup>

*To be rented, that large and commodious store on Mr. John Moore's wharf, lately occupied by Mr. Vanderlocht. For terms apply to William Belcher.*<sup>60</sup>

*The subscriber proposes continuing the commission and factorage business for which purpose he has taken that commodious store, on Mr. John Moore's Wharf, lately occupied by Mr. William Vanderlocht, and hopes to merit the*

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<sup>57</sup> *Ward Books: Wharf Lots East, Lot 9.*

<sup>58</sup> *Georgia Gazette* (1 August 1793) from Elizabeth Evans Kilbourne, *Savannah, Georgia Newspaper Clippings (Georgia Gazette), Volume IV 1793-1799* (Savannah: Elizabeth Evans Kilbourne, 2001) 42.

<sup>59</sup> *Georgia Gazette* (19 September 1793) from Kilbourne IV, 52-53.

<sup>60</sup> *Georgia Gazette* (10 October 1793) from Kilbourne IV, 57.

*approbation of those who may please to favor him with their business.*  
Robert Watts.<sup>61</sup>

In 1796, the wharf was still accommodating sailing vessels coming in and out of Savannah's port:

*For charter, to any part of Europe, the ship Financier, Isaac Clark master, now lying at the wharf of John Moore, Esquire.*<sup>62</sup>

John Moore died on September 24, 1797 while traveling to New York, leaving behind a widow, Ann, and no children. Moore, only twenty-seven years of age at the time of his death (born c.1770), was buried in Colonial Cemetery

*Died, at sea, on his way to New York for which place he had taken his passage on "Shepherdess," Captain Duvall, when off Charleston, Captain John Moore, Esquire, one of the Alderman of this city*<sup>63</sup>, *and Captain of the Light Infantry Company. His corpse, returned by schooner "Polly," arrived early on Tuesday morning off Tybee and from thence was brought to town by pilot boat and in the evening was interred with military honors.*<sup>64</sup>

His mother, Susannah Moore, passed away on August 20, 1801, at the age of fifty-three. According to her will, drawn up on April 30, 1798, her property was split up between various family members. Without any issue from her son, her siblings, nieces and nephews benefited. The wharf lot, as well as other Savannah property was left to Susannah's: daughter-in-law, Ann Moore; her brother, Robert Bolton; nephew William M. Evans, son of her sister, Sally Bolton Evans; nephews Thomas and Robert Newell, sons of her sister, Rebecca Bolton Newell; and grand-niece, Susannah M. Adams, granddaughter of her brother, Robert Bolton. At the time of the will, the wharf lot was occupied by tenants William Belcher and George Lamb. Her will also mentioned her friend, John Habersham. Those mentioned in the will, the Newells, Boltons, and Habershams, would all play key roles in the property through the 1860s.<sup>65</sup>

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<sup>61</sup> *Georgia Gazette* (14 November 1793) from Kilbourne IV, 64.

<sup>62</sup> *Georgia Gazette* (28 January 1796) from Kilbourne IV, 245.

<sup>63</sup> John Moore served as an alderman for the City of Savannah from March 9, 1795 until his death on September 24, 1797.

<sup>64</sup> *Georgia Gazette* (30 September 1797 4:1) from *Early Deaths in Savannah*, 89.

<sup>65</sup> *Georgia Gazette* (27 August 1801 3:1) from Elizabeth Evans Kilbourne, *Savannah, Georgia Newspaper Clippings (Georgia Gazette), Volume V 1800-1806* (Savannah: Elizabeth Evans Kilbourne, 2003) 66; *Chatham County Will Book D, Folio 93* from Mabel Freeman LaFar and Caroline Price Wilson, eds., *Abstracts of Wills, Chatham County, Georgia 1773-1817* (2<sup>nd</sup> edition, Washington, DC: National Genealogical Society, 1963); *Georgia Gazette* (25 August 1801 3:4) from *Early Deaths in Savannah*, 119; *Property Deed: W-466*.

In May of 1802, after Susannah Moore's will was probated, the property came into the possession of Robert and Thomas Newell under the Trusteeship of Susannah's brother, Robert Bolton. Over the next ten years, the property would transfer between the Newell and Bolton family members several times, sometimes covering debts. In 1810 and 1812, the two halves of the lot were seized and sold at public auction and the Newells lost all interest in Moore's Wharf. The property would remain in the hands of the Bolton family for roughly the next forty-eight years.<sup>66</sup>

In 1805, Robert and John Bolton advertised for lease the store located on Bolton's Wharf. It seems safe to assume that this is the same as Moore's Wharf:

*To let, the fire proof store on Bolton's Wharf, now occupied by Thomas and Robert Newell, an excellent stand for business. Possession can be given in five days. Apply to R. & J. Bolton.*<sup>67</sup>



Detail from "Plan of the City & Harbor of Savannah," drawn by I. Stouf, 1818<sup>68</sup>

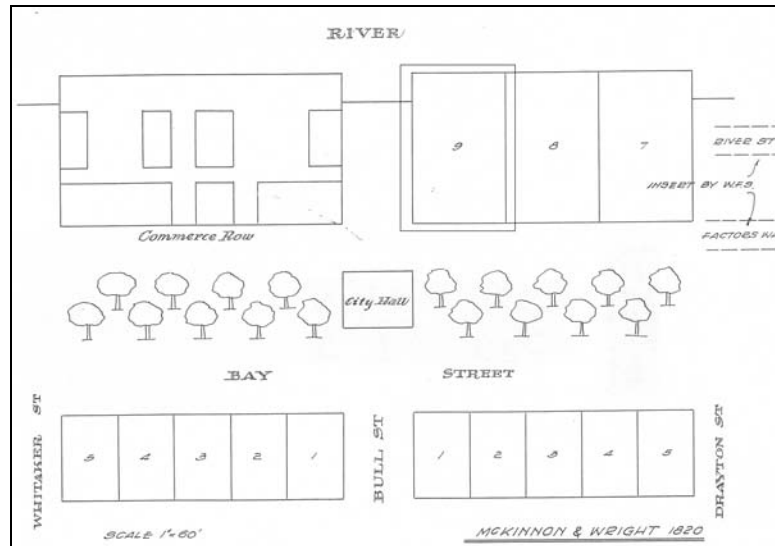
City tax digests from the first part of the 19<sup>th</sup> century listed property owners and the value of the land and improvements within the city, including Moore's Wharf. The assessed values often indicated when new buildings were erected, old buildings destroyed, or property remained unchanged. In 1809, the tax digest valued half of Wharf Lot 9, owned by Mrs. Booth (Mrs. Booth's relationship to the property is unclear, however, she was probably a Bolton by

<sup>66</sup> *Property Deeds*: W-466, 2A-490, 2B-28, 2B-32, 2C-402, 2C-500, 2D-321.

<sup>67</sup> *Georgia Gazette* (8 November 1805) from Kilbourne V, 302.

<sup>68</sup> Lane, 44.

birth), at \$12,000 for the lot and buildings. While another quarter of the lot, owned by Thomas and Robert Newell was valued at \$12,500 for lot and buildings. By 1810, the values had decreased to \$10,000 for the property held by Mrs. Booth and \$10,000 for that held by Thomas and Robert Newell. This assessment held steady for the next five years and in 1815, the property was valued at \$10,000 for the half of Wharf Lot 9 owned by Robert and John Bolton, and \$10,000 for the half owned by Mrs. Ann Booth.<sup>69</sup>



Tracing of McKinnon & Wright's Map of Savannah, 1820<sup>70</sup>

Advertisements placed in *The Georgian* during the early 1820s indicate the nature of business on Moore's Wharf. Goods coming in by ship were unloaded and sold down at the docks by merchants probably renting the Boltons' store houses and wharf.

*Corn Afloat. 2000 bushels prime Maryland Corn, for sale in lots to all purchasers by Palmes & Roe. Bolton's Building, Exchange Dock.*<sup>71</sup>

*Hay, 50 bundles small size, of prime quality, for sale by Palmes & Roe. Bolton's Buildings, Exchange Dock.*<sup>72</sup>

<sup>69</sup> *Ward Books: Wharf Lots East, Lot 9.*

<sup>70</sup> Engineering Department Plans & Drawings, #XE-04.

<sup>71</sup> *The Georgian* (11 June 1823) 2:6.

<sup>72</sup> *The Georgian* (19 June 1823) 3:3.

On the evening of January 20, 1824, a fire broke out on Rice's Wharf along the river. The fire quickly spread, eventually destroying several wharves and buildings, including those on Moore's Wharf. This fire, though not considered one of Savannah's great fires (1796, 1820, and 1889), would be the first of two to devastate Wharf Lot 9 and the commercial structures on it.

*The citizens were last night, about 11 o'clock awakened by the appalling cry of fire! It was perceived to issue from one of the buildings on Rice's wharf -- its first appearance being on the roof of the building formerly occupied by O. Taft, but at recently unoccupied. A high wind at N. W. soon spread the flames, and all efforts to stop its progress were vain, until it had destroyed all the buildings on that wharf, and all the buildings from Exchange Dock to Mongin's wharf, including Mongin's tabby building, and the buildings on Moore's, Rice's, Anciaux's and Mongin's wharves.*

*The wooden building occupied by Jenny & Douglass was pulled down, which stopped the progress of the flames. The Exchange was at one period in imminent danger, but was preserved. Had it caught, the opposite side of the Bay would have no doubt been destroyed, and it is impossible to conjecture where the destruction would have ended.*

*The number of buildings destroyed is at least seventeen or eighteen. The loss we have no means at this moment of estimating...*

*The buildings in which the fire appeared are the same which were not long since attempted to be set on fire. We regret to hear Mr. S. C. Green received a contusion on the breast, though we believe not of a serious nature.<sup>73</sup>*

*The loss by the fire on Monday evening has been estimated at seventy-five thousand dollars... One half of this sum is said to be insured... Three men were yesterday, after examination, committed to jail, charged with plundering a part of the goods saved from the fire on Monday night...<sup>74</sup>*

The City Exchange, just west of Moore's Wharf, was saved due to the extraordinary efforts of several men. At the following regular City Council meeting, Council resolved to reward several individuals for their hard work during the fire:

*Resolved that the sum of thirty dollars be paid to J. Cohen, Director of Engine No. 2 for the services rendered by the men under his command in protecting the Exchange from the fire of the night of the 19<sup>th</sup> Jan'y [January*

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<sup>73</sup> *Savannah Morning News* (21 January 1824) 2:4.

<sup>74</sup> *The Georgian* (21 January 1824) 2:1.



*20<sup>th</sup>] last & also the sum of five dollars to John Lloyd & to John McIntosh two negroes for their exertions at the same fire.<sup>75</sup>*

Just weeks after the fire along the wharves, a fire occurred in the interior of George Anderson's building on February 9<sup>th</sup>. The Mayor, startled by two fires in less than a month, called a special meeting of City Council and "requested the board to devise some precautionary measures for the safety of the City." In response, City Council passed the following resolution:

*Whereas it is evident we have among us vile incendiaries who appear determined to destroy the City & endanger the lives of the inhabitants... offering a reward of one thousand dollars for the apprehension of any concerned in this nefarious business on his being prosecuted to conviction.<sup>76</sup>*

At the time of the wharf fire, Moore's Wharf was owned in two parts by Robert and John Bolton. Less than two months later, the fire damaged property was seized after John and Curtis Bolton obtained a judgment against Robert Bolton for \$200,000, and the Bank of the United States obtained a second judgment against John and Curtis Bolton, and R. Richardson for \$20,346.60.<sup>77</sup> Moore's Wharf was sold in two parts by the Marshal of the District of Georgia at public auction to the highest bidder. Amos Scudder purchased Robert Bolton's interest in the property for \$200 and John Bolton's interest for \$2,450.<sup>78</sup>

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<sup>75</sup> City of Savannah Council Minutes (5 February 1824) 97, City of Savannah Clerk of Council's Office, City Hall, Savannah, Georgia.

<sup>76</sup> Council Minutes (9 February 1824) 103.

<sup>77</sup> Curtis Bolton was a relative of Susannah Bolton Moore, most likely a brother. Richard Richardson married Francis Lewis Bolton, Robert Bolton's daughter, in 1811. (Genealogical Committee of Georgia Historical Society, *Marriages of Chatham County, Georgia Volume I 1748-1852* (Savannah: Georgia Historical Society, 1993) 69).

<sup>78</sup> *Property Deeds*: 2N-84, 2N-85.

**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
***SCUDDER'S BUILDING (1824-1869)***

Amos Scudder was born in Westfield, New Jersey around 1778-1779. Scudder, a bricklayer, mason, and architect, began working in Savannah sometime between 1804 and 1809, while still living part of the time in New Jersey with his wife, Phebe Ross, and their children. Scudder first appeared in the Savannah City Directories in 1809, but he did not take up a permanent residence until 1820 when he moved his family into a home on Orleans Square.<sup>79</sup>

During the 1810s, Scudder worked as a builder on several of the city's most prominent buildings, including the Savannah Theater (1817) and the Independent Presbyterian Church (1819). In 1822, he built William Jay's City Hotel. Two of his sons, John and Ephraim, worked with him in the building profession.<sup>80</sup>

In addition to his contributions to the built environment of Savannah, Amos Scudder served on Savannah's City Council from 1830 until 1839, and served as President of the Ogeechee Canal Board of Directors from 1837 until his death in 1856. He died in Plainfield, New Jersey on June 13, 1856 and was buried in his hometown of Westfield.<sup>81</sup>

After purchasing Moore's Wharf at public auction, Scudder made plans to rebuild on the burned-out property. In May 1824, he deeded the property back to the Boltons who in turn would reimburse him for his investment, plus interest, insurance and expenses through a rental or mortgage system.

*Amos Scudder is about to erect at his own proper costs and charges sundry stores or buildings on the said wharf and to finish and complete the same, for the dowering of which he will be compelled to expend a considerable sum of money...*<sup>82</sup>

Scudder completed the building sometime between the execution of the above deed to the Boltons in May 1824 and the appearance of advertisements in *The Savannah Georgian* newspaper starting in November 1824. R. Waterman & Company, dealers in domestic goods, announced that they had moved their store

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<sup>79</sup> *Biography File: Amos Scudder*, Georgia Historical Society; *Wood Box: Builders-Amos Scudder*, Georgia Historical Society.

<sup>80</sup> *Biography File: Amos Scudder*, *Wood Box: Builders-Amos Scudder*.

<sup>81</sup> *Biography File: Amos Scudder*, *Wood Box: Builders-Amos Scudder*.

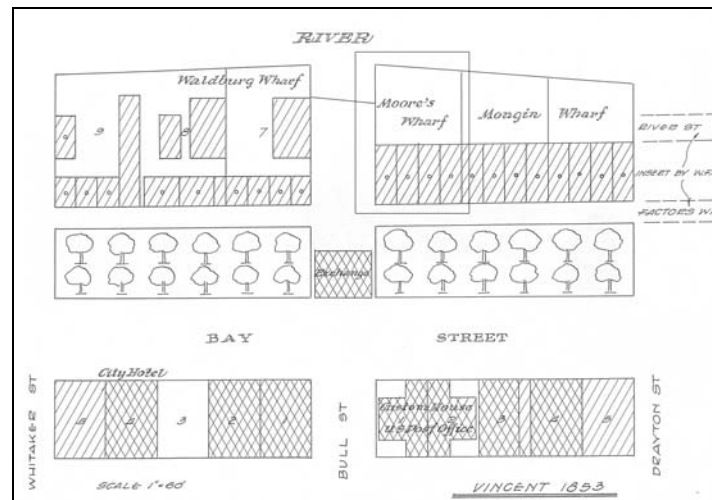
<sup>82</sup> *Ward Books: Wharf Lots East, Lot 9*.

to No. 2, Bolton's Range on November 25, 1824. J. B. Herbert & Company ran several ads in December announcing the sale of imports from Bolton's Wharf:<sup>83</sup>

*By J. B. Herbert & Co. on Thursday, 23d inst. at XI o'clock, will be sold on Bolton's Wharf, landing from French brig L'Uni, Capt. Bouvies, from Havre, 25 pipes Brandy...40 do ["ditto" referring to boxes] preserved fruit...200 oil baskets...8,000 bricks...*<sup>84</sup>

Scudder transferred his interest in the property to Sam Hicks, a New York City merchant, in February of 1827. Scudder sold his interest in the buildings for \$6,430 after receiving payments of \$2,065.90 from the Boltons, indicating that his total financial investment in the property was around \$8,500:

*Amos Scudder did proceed to build and finish the said buildings, stores and improvements and paid costs etc, and hath received rents...to the amount of \$2,065.90.*<sup>85</sup>



Tracing of Vincent's Map of Savannah, 1853<sup>86</sup>

Since the Bolton family was still in possession of the property in the 1860s, we can assume that the debt was eventually paid off and the title secured by the Boltons. Little excitement occurred with the property in the decades after

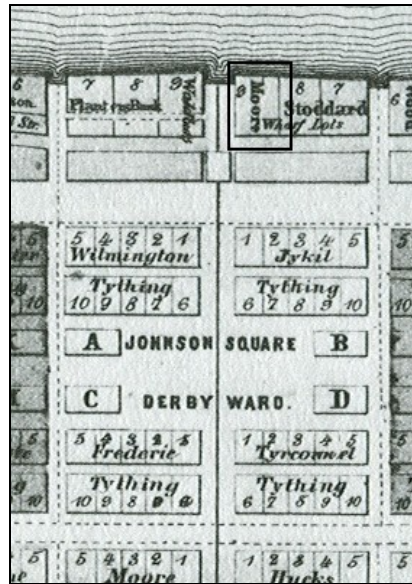
<sup>83</sup> "Domestic Goods," *The Savannah Georgian* (25 November 1824) 2:5.

<sup>84</sup> *The Savannah Georgian* (18 December 1824) 3:6.

<sup>85</sup> *Property Deed*: 20-126.

<sup>86</sup> Engineering Department Plans & Drawings, #XE-04.

Scudder's construction. In 1834, Wharf Lot 9 and the improvements on it were valued at \$20,000 in the City's tax digests.<sup>87</sup>



John M. Cooper's "Map of the City of Savannah," 1856<sup>88</sup>

Adjacent to the Bolton's property, on the east, was Mongin's Wharf. Vincent's 1853 map of Savannah depicts a row of buildings on Mongin's lot, in line with Scudder's building on Wharf Lot 9. By the time John M. Cooper completed his 1856 map of Savannah, these buildings had been replaced by John Stoddard with Stoddard's Upper Range (erected 1854-1859). Along with the buildings on Wharf Lot 9, Stoddard's Upper Range would define the entire northern curb of the block of Bay Street between the City Exchange and Drayton Street.<sup>89</sup>

<sup>87</sup> *Ward Books: Wharf Lots East, Lot 9*.

<sup>88</sup> Lane, 45.

<sup>89</sup> *Ward Books: Wharf Lots East, Lot 9*; Anna C. Hunter, "The Bay: Savannah's Water Front," *Antiques* (March 1967) 332.



Looking east from the City Exchange along Bay Street with Stoddard's Upper Range in the foreground, taken by George N. Barnard, c.1864-1865<sup>90</sup>

In February of 1860, members of the Bolton family sold all their interest, at this point divided four ways, in the wharf property to Gazaway B. Lamar, one of the richest men in Georgia. Lamar held the property for six years before placing it in a trust following his wife, Harriet's, death for their children. Son, G. DeRosset Lamar, and daughters, Annie O. Minor, Charlotte A. Soutter, and Harriet C. Lamar, held the property jointly until G. DeRosset Lamar, as trustee, sold the land to Eugene Kelly of New York in 1869. During the Lamar ownership, surveyor Hogg produced a map of Savannah in 1868 showing Wharf Lot 9 labeled "Lamar" (not shown here).<sup>91</sup>

Gazaway Bugg Lamar was born on October 2, 1798 to Basil Lamar and Rebecca Kelly. A native of Augusta, Georgia, Lamar made a name for himself as a successful businessman and banker in that city, as well as in Savannah. On July 9, 1834, he launched the nation's first iron-hulled steam ship, the *S. S. John Randolph*, in Savannah. He served as an alderman for the City of Savannah, under Mayor Richard Wayne, from December 9, 1844 until December 8, 1845.<sup>92</sup>

In 1821, he married Jane Meek Cresswell, with whom he had seven children. Lamar's first wife and three of their children were killed in the 1838 explosion of the steamship *Pulaski*:

*Somewhere between Savannah and New York, the ill-fated steamer was wrecked at sea. Gazaway Lamar, his son, Charles and his sister, Rebecca were the only members of the family on board who escaped the disaster.*

<sup>90</sup> George N. Barnard, Plate 50 (New York: Press of Wynkoop & Hallenbeck, 1866), Hargrett Rare Book and Manuscript Library, taken from <http://dlg.galileo.usg.edu/hargrett/barnard/jpgs/plate50.jpg> (accessed 20 January 2005).

<sup>91</sup> *Property Deeds: 3T-86, 3Y-121, 4D-123*; MS 1018 Waring Map Collection, Volume II, Plate 30; "Savannah in the National Spotlight: The 'Wanderer' Episode," *Savannah Morning News* (Week 32, 2000) taken from <http://www.savannahnow.com/features/150years/week32/> (accessed 18 January 2005).

<sup>92</sup> "Gazaway Bugg Lamar, 1798-1874," taken from <http://members.aol.com/eleanorcol/LamarBios2.html> (accessed 18 January 2005).

*Three children of Gazaway Lamar and also his wife were among the lost. It was one of the most terrible fatalities of its kind ever known.*<sup>93</sup>

In 1839, he married Harriet De Cazeneuve, with whom he had Anthony C., G. DeRossett, Charlotte A., Annie Cazenove, and Harriet C. Lamar. It is likely that Anthony died before the property was transferred in 1866 since he was not listed with the other children of Harriet.<sup>94</sup>

Although Gazaway's surviving son from his first marriage, Charles Augustus Lafayette Lamar (1824-1865), was the owner of the notorious slave ship *Wanderer*, the elder Lamar disapproved of his son's efforts to revive the slave trade. Regarding the *Wanderer* incident, he wrote Charles:

*An expedition to the moon would have been equally sensible, and no more contrary to the laws of Providence. May God forgive you for all your attempts to violate his will and his laws.*<sup>95</sup>

In the early 1850s, Lamar moved to New York City where he became associated with the Bank of the Republic, an institution "heavily involved in the Southern trade." Gazaway remained in New York for a short time after the southern states began seceding from the Union, and acted as a secret agent for the Confederacy arranging for the purchase and shipment of 10,000 muskets to Georgia, and for the printing of millions of dollars in Confederate bonds. As a result of his Confederate activities, he soon found it necessary to leave New York, selling most of his northern assets and returning to Georgia. Back in Savannah, he became president of the Bank of Commerce, a position he held throughout the war.<sup>96</sup>

With a financial background, "Gazaway opposed President Davis' embargo on cotton exports, believing it to be unwise and uneconomical as well as depriving cotton speculators of large profits which could be made by shipping cotton to cotton-starved European textile manufacturers."<sup>97</sup>

*We are pleased to see that a movement for the opening of a channel of direct trade with Europe has been set on foot, and that the enterprise has as its head, Mr. G. B. Lamar, whose high character and large experience as a*

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<sup>93</sup> *History of Baldwin County, Georgia* taken from <http://members.aol.com/eleanorcol/LamarBios2.html> (accessed 18 January 2005).

<sup>94</sup> "Gazaway Bugg Lamar..."

<sup>95</sup> "...The 'Wanderer' Episode."

<sup>96</sup> Carole E. Scott, "Short Biographies of 19<sup>th</sup> Century Southerners that include Some Little Known Facts about the South and Southerners in this Period," (1997) taken from <http://members.tripod.com/~car01esc0tt/figures.htm> (accessed 18 January 2005).

<sup>97</sup> Scott.

*merchant and financier, will, we trust, enlist the co-operation of our merchants and planters. Direct trade is an essential element of our independence. Until we have established an independent commerce with European nations, our recognition by foreign states would be an empty formality.*<sup>98</sup>

Lamar was against financing the war by borrowing and printing additional money and, in October 1863, he called a meeting of the representatives of all banks within the Confederate States to “consider the question of currency of the Confederate States.” In the autumn of 1862, he was in charge of raising subscriptions for the purchase of clothing and goods to benefit the Confederate Army during the coming winter.<sup>99</sup>

Following the close of the Civil War, Gazaway was pardoned early by the Federal Government for his rebel acts, but then accused of involvement in the assassination of President Lincoln. He was released with no charges pressed, but then arrested in May 1865 for lying and stealing in order to regain property seized by the Federal government.

*Mr. G. B. Lamar left Savannah to-day on the United States Revenue steamer MENAHA, under arrest and will be taken to New York. Lamar was formerly a prominent citizen of New York City... He played a prominent part in the efforts to bring about the Rebellion. Lamar, at one time was Paymaster of Georgia troops; and was ever a conspicuous agent of the Confederacy and an active enemy of the National Government. He is the owner of a large amount of property in cotton and real estate in this city, Augusta and Macon. A great portion of his wealth was acquired in the blockade-running trade.*<sup>100</sup>

Lamar’s trial began on December 26<sup>th</sup> where he was tried before a military commission accused of conspiracy to embezzle government cotton, unlawfully appropriating government cotton to himself with intent to defraud the United States, and attempting to bribe United States officials. Lamar was convicted and, after spending several months in the Post Hospital and Old Capitol Prison, was released by order of President Johnson on the last day of January 1866. For Lamar, the period following the Civil War was characterized by court dates and lawsuits as he tried to clear his name and regain his property.<sup>101</sup>

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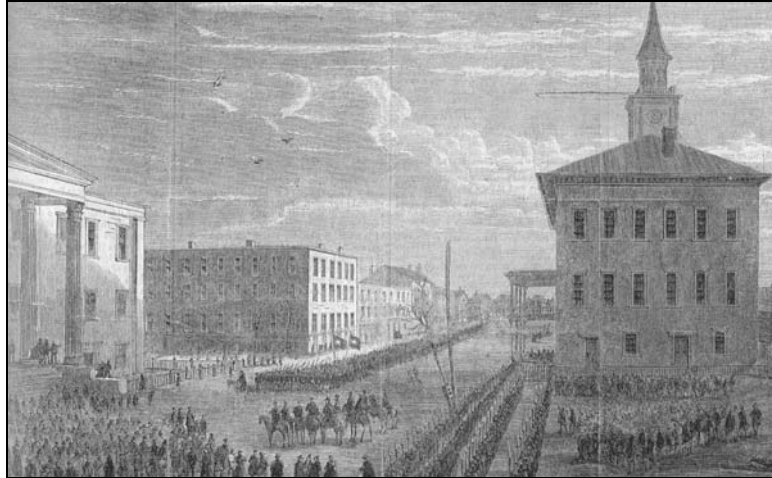
<sup>98</sup> *Daily Morning News* (29 October 1861) 2:2.

<sup>99</sup> Scott; *Daily Morning News* (24 October 1863) 2:4; *Daily Morning News* (7 October 1862) 1:1.

<sup>100</sup> *Savannah Daily Herald* (1 May 1865) 4:1.

<sup>101</sup> *Savannah Daily Herald* (4 December 1865) 2:1; *Savannah Daily Herald* (1 February 1866) 3:2; *Savannah Morning News* (1 March 1869) 3:1; Scott.

Lamar died at his daughter's home, in New York, in 1874 while on business. "He left \$100,000 for the construction in Savannah of a home for aged and infirm Negroes."<sup>102</sup>



Bay Street during the Federal Occupation of Savannah, 1864  
Scudder's 1824 building is just to the right of the City Exchange,  
out of the frame of this drawing.<sup>103</sup>

Little is known of the property during the 1860's. It is unclear if the building was torn down to make way for Kelly's new building in 1869 (discussed in the next chapter) or whether Scudder's building was damaged or torn down for another reason prior to that. Gazaway B. Lamar had purchased the property from the Bolton family for \$20,000. In 1869, the Lamar family sold it for \$50,000, suggesting that there was a substantial building on the property. Most likely, Kelly had the older building torn down and replaced.<sup>104</sup>

During the Lamar ownership, G. B. Lamar, Jr. conducted a general commission and cotton factorage business on the property, as did A. S. Hartridge and W. R. Boggs. The Exchange Dock, located on the wharf just behind the building (it is unclear from documents if the Exchange Dock is part of the same property or just adjacent to the west), was the site of business for carpenters Burns & Blake, sail and awning maker M. P. Beaufort, and steam cotton ginner Charles Van Horn and H. T. Minor. Minor, a native of Virginia, married Lamar's daughter, Annie C., on December 12, 1866.<sup>105</sup>

<sup>102</sup> Scott.

<sup>103</sup> Susan E. Dick and Mandi D. Johnson, *Savannah 1733-2000, from the Collections of the Georgia Historical Society* (Charleston: Arcadia Publishing, 2001) 23.

<sup>104</sup> *Property Deeds: 3T-86, 4D-123.*

<sup>105</sup> *City of Savannah Directory, 1867*, Georgia Historical Society; *Daily News Herald* (17 December 1866) 3:2.



**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
**KELLY'S BLOCK (1869-1876)**

In June 1869, the Lamar family sold Wharf Lot 9, formerly referred to as Moore's Wharf, to Eugene Kelly of New York (see Property Owners & Tenants for more information on Eugene Kelly). Within weeks, Kelly had hired contractor Sames M. Curtis and a new building was well under way. The six-story building was begun on July 16, 1869, and the bricklaying work was aided by a "steam hoisting machine...placed in the basement story...used in hoisting the building material to the higher stories."

♦ ♦ ♦

KELLY'S NEW BUILDING.--This solid and elegant addition to the business portion of our city is rapidly assuming shape under the go-ahead contractor, Mr. Curtis, and his faithful workmen, both carpenters and bricklayers. The building was commenced on the 16th July, and the brick work is now completed to the third story. A steam hoisting machine has been placed in the basement story, which will be used in hoisting the building material to the higher stories, thus saving a vast amount of labor and expediting the work. The manner in which the bricks and mortar assume shape at the hands of the busy workmen is a caution to the lazy; they are certainly a go ahead set of workmen. The building will be, when completed, one of the most substantial and at the same time elegant and well arranged structures in the city, and will reflect credit upon the architects, builders, and certainly upon the owner who has thus invested his capital unmovably in Savannah.

♦ ♦ ♦

"Kelly's New Building," *Savannah Morning News* (August 13, 1869)

*The building will be when completed, one of the most substantial and at the same time elegant and well arranged structures in the city, and will reflect credit upon the architects, builders, and certainly upon the owner who has thus invested his capital unmovably in Savannah.*<sup>106</sup>

The architects mentioned in the article were Muller & Bruyn. DeWitt Bruyn was born on December 30, 1830 in Ithaca, New York. It is rumored that in 1860, he moved to Savannah after sympathizing with the Confederate cause and enlisted in the Phoenix Rifles, serving at Fort Pulaski. However, he appeared in the Savannah City Directory in 1859 with an office at 1 Bull Street. In the

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<sup>106</sup> "Kelly's New Building," *Savannah Morning News* (15 August 1869) 3:2.

1860 business pages of the directory, Bruyn was practicing with John S. Norris, designer of the Mercer House. From 1861 through 1865, Bruyn practiced with an architect by the name of Savage.<sup>107</sup>

Following the Civil War, he partnered with Martin P. Muller. Muller & Bruyn would work together from 1866 until January 1870, when they dissolved their partnership. In 1871, Bruyn became associated with John J. Nevitt. Sometime in the mid-1870s, he moved to Atlanta and worked with Calvin Fay; the two were listed in the Atlanta City Directories between 1876 and 1880. In 1881, he returned to Savannah and maintained a practice in the city through 1893. On July 27, 1909, DeWitt Bruyn died at the Confederate Soldiers' Home in Atlanta, Georgia.<sup>108</sup>

Martin P. Muller was born around 1829 in Germany. It is unknown when he immigrated to the United States and if Savannah was his first place of residence. In 1861, he was working as half of the firm of Fuller & Muller in Savannah. After designing with Bruyn, he partnered with Augustus P. Schwab and the two designed the old City Market building in Ellis Square in 1872. During the Civil War, he had been a captain in the Engineer Corps. This led to an engineering career with the local railroads and an appointment to Assistant Engineer for the Atlantic and Gulf Railroad in 1874. He is perhaps best known for his work with the railroad. Muller died on October 18, 1876 in Albany, Georgia. At the age of only forty-seven he had died "of consumption, of which he has long been a sufferer." Martin P. Muller was buried in Laurel Grove Cemetery in Savannah, Georgia.<sup>109</sup>

As Muller & Bruyn, the two architects worked on many prestigious commissions during the late 1860s. Their body of work included: Dr. J. J. Waring's building on the corner of Whitaker and State streets in 1866; completion of the Mercer House in 1866; the 1867 Wylly-Meinhard Building at 5-15 West Broughton Street; the 1868 Saint Patrick's School on Liberty Square; the 1870 Georgia Infirmary; and the 1870 renovations to Chatham Academy. On January 3, 1870, the *Savannah Morning News* announced that Muller and Bruyn were dissolving their firm "by mutual consent."<sup>110</sup>

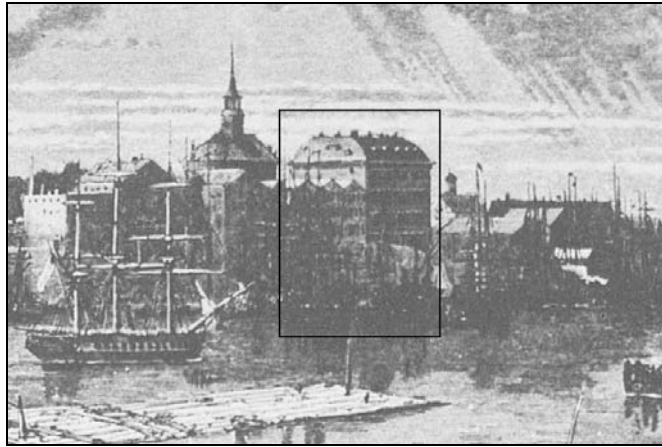
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<sup>107</sup> GBS Notebooks: DeWitt Bruyn, Georgia Historical Society; Wood Box: Architects-DeWitt Bruyn.

<sup>108</sup> GBS Notebooks: DeWitt Bruyn; City Directory, 1867; Wood Box: Architects-DeWitt Bruyn.

<sup>109</sup> Savannah Morning News (19 October 1876) 3:3; Wood Box: Architects-Martin P. Muller.

<sup>110</sup> City Directory, 1870; Wood Box: Architects-Muller & Bruyn.



Kelly's Block and the Port of Savannah, drawn by unknown, c. 1869-1876<sup>111</sup>

Muller & Bruyn designed an immense new commercial building for Eugene Kelly in 1869. The brick building rose six stories from River Street and was capped by a mansard roof which made it seem much taller than Stoddard's Upper Range. The local newspaper ran a lengthy description of its construction in August of 1869:

*This beautiful block of four stores, now in process of erection on the corner of Bull and River streets, adjoining Stoddard's Lower Range, is the investment of Eugene Kelly, Esq., a wealthy Northern gentleman, who has sagacity<sup>112</sup>, experience, and business qualities enough to know that such an investment will be productive. The location is in the center of the business, and the building when completed, will be an ornament to the City. The plan and design were furnished by Messrs, Muller & Bruyn, architects and reflects credit upon the state and constructive abilities of those gentlemen.*

*The building will be brick, rough cast, six stories high above River street, upon which it fronts. Its dimensions are 100 feet front by 70 feet deep, surmounted by a mansard roof, with highly ornamental crossings of iron, and the balconies and window caps of the same character exhibiting from the street a beautiful design, which for finish and general effect will not be equaled by any building in the city.*

*There are four stores on the first story, which will open on River street; the dimensions of the end stores being 22 x 67 feet, and the two center ones 24 x 66 feet. The end store corner Bull and River streets, has a substantial iron front, and will be admirably adapted for ship chandlery. The second and*

<sup>111</sup> Thomas Gamble Picture Collection, Live Oak Public Libraries, Bull Street Branch, taken from Sieg, 85.

<sup>112</sup> Sagacity means farsighted with a keen sense of judgment.

*third stories are similar in plan with four stories running back the extent of the building, and of the same dimensions as the stores on the first story. The second story is entered by means of an iron stair leading unto a veranda of the same material.*

*The fourth story, which shows above the level of Bay street, comprises four stores with highly ornamental iron fronts and stairway leading to the upper stories; these run through the entire depth of the building, and are relieved on the river front by handsome verandas. Their dimensions are: End stores, 23 × 68, and middle 21 × 67 feet.*

*The fifth and sixth stories are divided into six offices, each so arranged as to be commodious, light and convenient. The whole building will have all the modern improvements in the shape of gas, water, vaults, &c., and no expense has been spared to make it complete in every respect.*

*A platform similar to that of Stoddard's Range will connect by an iron bridge with Bay street. There is one improvement, we believe, over other buildings in the city, and that is the construction of fire-proof walls, so that the safes used in the offices are secure, and in case of fire will not be precipitated in the basement beneath. This arrangement is new, and certainly an admirable one.*

*Mr. Sames M. Curtis, the contractor, commenced the building on the 16<sup>th</sup> of July, and notwithstanding some occasional delay by the non arrival of the stone sills, and by the want of brick, he has with energy pushed forward the work with rapidity. The extreme heat of the weather during the past week has caused no abatement in the successful carrying on of the work. The workmen employed evidently know their business, and bricks and mortar assume shape and proportion with surprising rapidity. M. C. has taken the entire contract for the completion of the building, and will carry it out energetically and with good faith. A steam engine hoists the material from the basement to the successive stories. We have been led to this extensive notice of this improvement first, because it is an investment of Northern capital, proving that decent and honorable Northern gentlemen do not hesitate to send their money to Savannah. Second, because the architects, contractor and mechanics are all Southern men, showing that said Northern capitals do not hesitate to entrust their interests in Southern hands, and thirdly, because the building, when completed, will be an ornament to the city.*<sup>113</sup>

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<sup>113</sup> "Kelly's New Building."

This is by far the best description of the structure erected for Eugene Kelly in 1869. The article mentions the iron stair and platform leading to the offices along the Bay Street, or Factors' Walk, side. On August 4, 1869, Muller & Bruyn submitted a building permit application to City Council for permission to extend a fifteen foot wide platform along the Bay Street façade, as well as a cast iron bridge to span the slip over Factors' Walk connecting with the retaining wall over the vaults. City Council, led by Mayor E. C. Anderson, granted permission. A similar building permit application could not be located for the main building itself.<sup>114</sup>

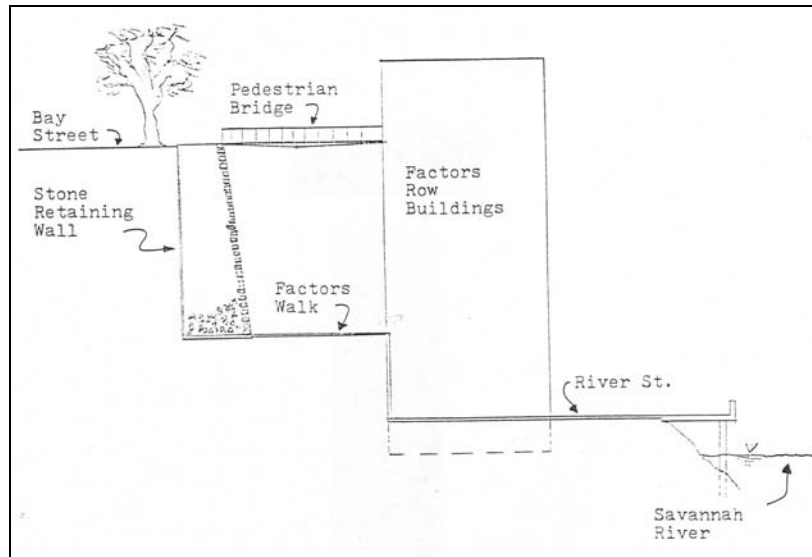
*Kelly Kelly*  
*Savannah Ga August 4<sup>th</sup> 1869*  
*To the Hon.*  
*The Mayor & Aldermen*  
*of the City of Savannah*  
*Gentlemen*  
*In the construct-*  
*ion of Mr Kelly's building near the Exchange*  
*we desire to extend a platform, of the same*  
*width as the one on Mr Stoddard's Range*  
*to the line of Bull Street, and a cast iron*  
*platform on the Western side of the building*  
*next to Bull Street. -*  
*We propose also to construct an iron Bridge*  
*across the slip to the retaining wall on line*  
*with the North side of Exchange Building.*  
*Your favorable consideration of the above*  
*at your earliest convenience will oblige*  
*Yours obedient Servants*  
*Muller & Bruyn*  
*Architects & Eng'rs.*  
*for Mr Eugene Kelly*

Permit Application from Muller & Bruyn to City Council (August 4, 1869)<sup>115</sup>

<sup>114</sup> *Ward Books: Wharf Lots East, Lot 9.*

<sup>115</sup> MS 5600IN-40 City of Savannah Records of the Office of Building Inspector, Group 40 Building Permits, Volume 4, Wharf Lots, Georgia Historical Society.

*NEW FOOT BRIDGE.- Workmen were engaged yesterday in placing the new iron foot bridge from Bay street to Kelly's new building. It is a light structure, of wrought iron, and when finished will add materially to the appearance of the fine building, which it is intended to connect with the Bay street thoroughfare.*<sup>116</sup>

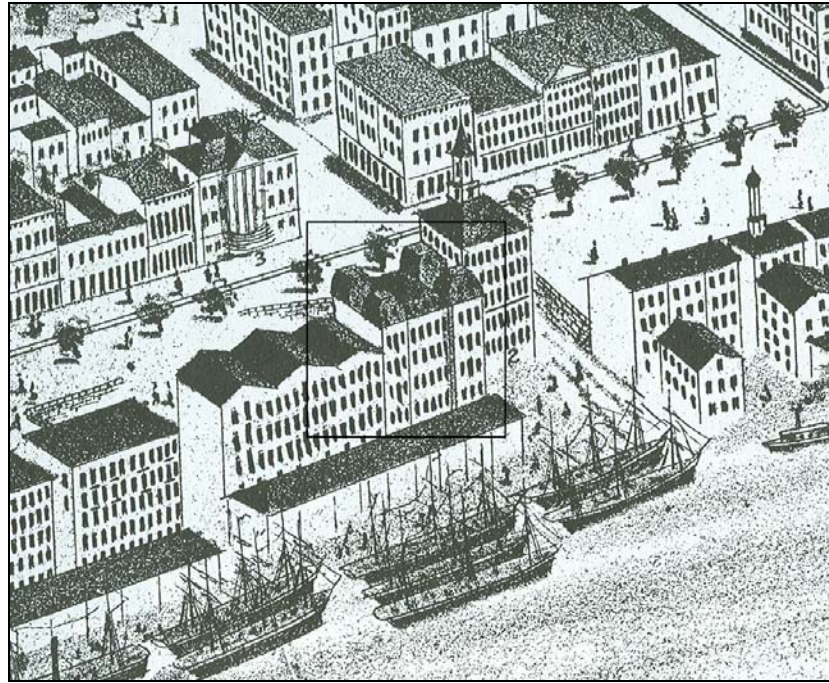


Example of Position of Wharf Lot Buildings to River Street, Bay Street, Factors' Walk, and Foot Bridges, drawn by Elliott O. Edwards, Jr., c.1987<sup>117</sup>

By the summer of 1870, Kelly's Block was inhabited by new commercial tenants, including Carl Epping & Company, coal dealers, Kirksey & Johnson, factors and general commission merchants, and Williams & Crane, shipping and commission merchants (see Property Owners & Tenants for more information on businesses).

<sup>116</sup> "New Foot Bridge," *Savannah Morning News* (9 December 1869) 3:1.

<sup>117</sup> Edwards, 12.



"Bird's Eye View of Savannah," drawn by Rutgers, 1871<sup>118</sup>

In January 1872, a photograph was taken of Kelly's Block for an advertising album by Lansing & Levy. Unfortunately, a copy of the image has not been located. Instead, we find glimpses of the building in photographs of Stoddard's Range, the City Exchange, or general views of the Bay and city.

*Out-Door Photographs.*

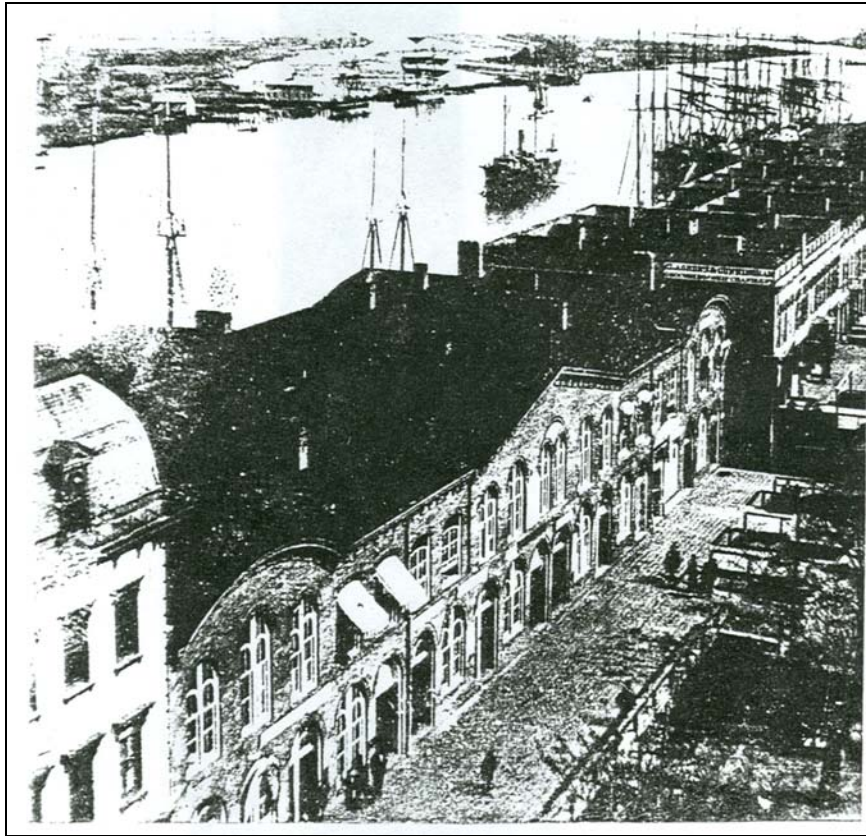
*Messrs. Lansing & Levy have commenced taking their mammoth out-door photographs for the advertising album. This novelty in advertising will contain a large photograph of the store of each patron, and affords an excellent opportunity for placing one's business in its proper shape before the public. The views, so far as taken, are admirable, and among them we notice the stores of Gray, O'Brien & Co., Lovell & Lattimore, and Wm. M. Bird & Co., Wheeler & Wilson's Sewing Machine Depot, and Kelley's [Kelly's] Block.<sup>119</sup>*

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<sup>118</sup> Lane, 201.

<sup>119</sup> "Out-Door Photographs," *Savannah Morning News* (12 January 1872) 3:1.





Southeast Corner of Kelly's Block (showing Mansard Roof)  
and Stoddard's Range, Factors' Walk, c.1869-1876<sup>120</sup>

It was business as usual through the first half of the 1870s. Eugene Kelly maintained the building, for instance when the exterior was painted in 1876, and tenants continued to thrive along Factors' Walk:

*Mr. E. J. Kelly is now engaged in painting the exterior of Kelly's Building.*<sup>121</sup>

<sup>120</sup> VM 1360 Cordray-Foltz Photograph Collection, Box 9, Folder 14, Item 2, Georgia Historical Society.

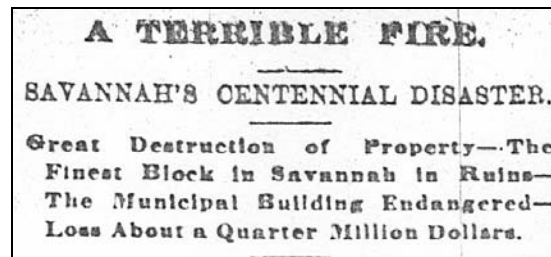
<sup>121</sup> *Savannah Morning News* (2 April 1876).





Savannah, looking north from Wright Square, 1875  
(Kelly's Block marked with arrow, just right of the City Exchange)<sup>122</sup>

The peace of the 1870s was interrupted in 1876, first with an outbreak of yellow fever and then by another fire along the wharves on August 25<sup>th</sup>. The *Savannah Morning News* followed the events of the fire, which destroyed Muller & Bruyn's seven-year old building, and its aftermath closely. However, City Council, like many in Savannah, was preoccupied with the yellow fever and paid little attention to the fire aside from granting permission for property owners to rebuild.



"A Terrible Fire," *Savannah Morning News* (August 26, 1876)<sup>123</sup>

The fire originated in a shed located on Kelly's Wharf, on the northern half of Wharf Lot 9 (between the river and River Street). The shed extended from Bull to Drayton streets and quickly spread the fire to both Kelly's Block and

<sup>122</sup> Lane, 51.

<sup>123</sup> "A Terrible Fire," *Savannah Morning News* (26 August 1876) 3:3-4.

Stoddard's Upper Range. The schooner *H. P. Simmons*, in from Richmond, Virginia, also caught fire but was pulled off the wharf and saved. The irony of the disaster is that when constructed in 1869, Kelly's Block was considered fire proof. The estimated loss was \$100,000 on Kelly's Block and \$50,000 on Stoddard's Range, which was only partially damaged. The following excerpt from the *Savannah Morning News* describes the fire's progression and destruction in great detail:

*...After freedom for many months from a visitation of this dreadful fire fiend Savannah last night suffered from one of the most disastrous conflagrations that has occurred within her borders in many years. The handsomest block of buildings in the city is to-day a charred and ruined mass, and the loss in one which, at this time, can hardly be estimated. Such a disaster, upon the eve of the business season is most deplorable, but we trust, with the energy and enterprise characteristic of our merchants, that its effects will be speedily recovered from.*

*The origin of this conflagration was either through carelessness or design. If the latter, as there is some reason to believe the offender should be severely dealt with. The first note of alarm came through persons who were on the street in the vicinity of the Bay, about a quarter of nine o'clock, and whose attention was attracted by a lurid blaze beneath the bluff, foot of Drayton street. The cries of "fire, fire!" was followed by an alarm from station No. 5, and the streets were soon filled with people hastening to the scene.*

*We arrived on the ground among the first, and discovered the fire to be in the large shed on Kelly's wharf, extending from Drayton street to Bull. The flames spread with wonderful rapidity, and in a very few minutes the entire structure was*

#### ENVELOPED IN THE FIERY EMBRACE

*In this shed were stored about twenty five bales of hay, a large lot of petroleum and a quantity of turpentine or rosin. This inflammable material was speedily licked up by the flames, and by the time the department, which responded promptly to the alarm, arrived and got to work, the heat was so intense as to seriously retard their operations.*

*The flames communicated to the rear of the block, the finest in the city, known as Kelly's range and Stoddard's upper range, and it was soon apparent that only by the most superhuman exertions could it be saved from serious damage or destruction. The balconies from the different stories along the whole block facing the river were wrapped in flames, and soon the doors and window casings were ignited, and burned so rapidly as to render it*

*necessary to turn all attention to saving the contents of the numerous offices in the upper rooms fronting on the Bay. Volunteers were not lacking, and everybody went to work with hearty good will and succeeded in removing to places of safety all the books, papers, and movable property in the various offices.*

#### PROGRESS OF THE FIRE

*The fire in the ranges had in the meantime progressed rapidly, and the hope of saving Kelly's magnificent range was a forlorn one indeed, though the firemen worked energetically and earnestly. The conflagration at halfpast twelve was under such control that the safety of the eastern portion of Stoddard's upper range was assured, although every one of the offices were more or less injured.*

*About one o'clock the fire had made such inroads that the entire interior of Kelly's building was burned out, and a portion of the western wall fell in with a terrible crash, scattering thousands of sparks in every direction, and adding impetus to the flames which*

#### SHOT OUT ANGRILY AND SNATCHED

*Within their folds the charred portion of the buildings on the east. Now and then a forged tongue of lurid light would show itself on the platform, but the vigilant firemen on the alert speedily squelched its brilliancy with a copious stream of the opposing element.*

#### THE DESTRUCTION

*by this conflagration, undoubtedly the most serious and disastrous that has taken place in many years, comprises Kelly's range, consisting of four splendid buildings, six storied high, and three buildings of Stoddard's upper range, five stories in height. Kelly's range was built in 1870 at a cost of \$100,000, and, as we have stated, were considered fire-proof, and in consequence the insurance upon them was light. The loss on these buildings is estimated at \$100,000. On Stoddard's upper range \$50,000.<sup>124</sup>*

Following the fire, the newspaper continued to report on the progress of those affected. Insurance underwriters met with Eugene Kelly in New York to consider the losses. Unfortunately, Kelly's Block, a total loss, was only insured for \$67,500 as it had been considered fire proof. Robert Habersham's Son & Company placed an advertisement thanking those who had helped rescue their papers and furniture during the blaze. Many of the tenants were able to save the majority of their belongings. The paper listed all losses by firm. The hardest hit

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<sup>124</sup> "A Terrible Fire."

was A. Minis & Son who had space in both Kelly's Block and Stoddard's Range. In Kelly's building they lost 3,000 sacks of salt and 1,000 bales of hay, as well as forty years worth of correspondence and a secretary brought over by the Minis family in the 1730s stored in their office in Stoddard's Range.<sup>125</sup>

On August 29, 1876, four of the fire-proof safes retrieved from the burned-out buildings were opened by locksmith J. P. White:

*The books, papers and money in three of them were in good preservation, but in the other they were entirely destroyed. The latter safe was a very old one, and, in our opinion, should not have been considered safe.*<sup>126</sup>

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<sup>125</sup> *Savannah Morning News* (27 August 1876) 3:1-2, 6.

<sup>126</sup> "Opening the Safes," *Savannah Morning News* (30 August 1876) 3:2.

**PROPERTY & ARCHITECTURAL HISTORY (1733-1943)**  
***KELLY'S BLOCK (1877-1943)***

The destruction of the 1869 building by fire resulted in its rebuilding and the structure we know today as the Thomas Gamble Building. Within days of the fire, Eugene Kelly expressed his intention to rebuild in Savannah. Initially, it was believed the new block would be ready for occupancy by November 1876. However, it would be December before Kelly traveled to Savannah to arrange for its rebuilding. Meanwhile, the contract for rebuilding Stoddard's Range was given in early October to contractor C. S. Gay and work begun immediately.<sup>127</sup>

*We noticed among the arrivals at the Screven House yesterday Eugene Kelly, Esq., of New York, a gentleman who is, if not exactly a fellow citizen in the common acceptance of the term, so largely interested in our prosperity as to be entitled to that distinction... We trust that while Mr. Kelly is here he will arrange to rebuild the Kelly Block, which was destroyed by fire last summer. A building not quite so expensive as the former one would doubtless be a paying investment...*<sup>128</sup>

Within days of his arrival, Kelly had indeed made arrangements to rebuild. On December 12<sup>th</sup>, it was announced that the contract for rebuilding the wharf along the river, between Bull and Drayton streets, was given to Mr. T. H. Brown. Brown, a marine diver and contractor, had repaired and rebuilt the wharf in 1869 when Kelly first bought the property.

*Mr. Brown is the party who built wharves of the Central Railroad and Millen & Wadley's wharf, and it may be positively stated that in the work about to be commenced the same skill and thoroughness will be manifested.*<sup>129</sup>

On December 13<sup>th</sup>, Kelly applied to City Council for permission to repair the wharf. In response Council adopted a resolution allowing him to do so, granted the foundation was secured:

*Resolution Adopted.*  
*Whereas application having been made by Mr. Eugene Kelly for permission to repair his wharf, recently injured by fire and it appearing by a proper investigation that the foundations of said wharf have not been impaired be it*

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<sup>127</sup> "Good News-Kelly's Block to be Rebuilt," *Savannah Morning News* (28 August 1876) 3:4; "Stoddard's Range to be Rebuilt," *Savannah Morning News* (2 October 1876) 3:3.

<sup>128</sup> "Eugene Kelly, Esq.," *Savannah Morning News* (8 December 1876) 3:2.

<sup>129</sup> *Savannah Morning News* (12 December 1876) 3:3

*Resolved that permission be granted Mr. Kelly to repair his wharf on the present foundation upon his giving necessary bond to remove any piles now placed as retaining piles and whenever required to do so shall rebuild his wharf upon the legally established wharf line and upon the plans as adopted by the Ordinances of this City.*<sup>130</sup>

The same day, the *Savannah Morning News* ran an article stating that the contract for rebuilding Kelly's Block had been given to W. G. Butler. Unfortunately, very little is known about him and there is no record of who the architect was or, if in fact, it was Butler.<sup>131</sup>

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**Kelly's Block.**

We learn that Mr. Eugene Kelly has secured the services of Mr. W. G. Butler (who supervised the erection of the new Cathedral) as superintendent of the building of the block on Bay street, destroyed by fire on the night of the 25th of August last. The building is to be done by "day's work," and no expense or trouble will be spared in rendering the new block substantial and convenient in every particular, and an ornament to the city.

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"Kelly's Block," *Savannah Morning News* (December 13, 1876)<sup>132</sup>



Kelly's Block and Stoddard's Range, n.d.<sup>133</sup>

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<sup>130</sup> Council Minutes (13 December 1876) 819.

<sup>131</sup> "Kelly's Block," *Savannah Morning News* (13 December 1876) 3:3.

<sup>132</sup> "Kelly's Block."

<sup>133</sup> VM 1361PH Georgia Historical Society Photograph Collection, Box 8, Folder 15, Item 6824, Georgia Historical Society.

Apparently, the construction of the new building went smoothly and quickly. Eugene Kelly visited Savannah in late March 1877. Perhaps he was coming to inspect the building as it neared completion or was turned over by the contractor. Tenants, many of the same who were displaced by the fire, returned and were conducting business in 1877. R. Habersham's Son & Company placed an advertisement in the *Savannah Morning News* on August 18<sup>th</sup> announcing that they had moved their offices to Kelly's Block, indicating that it was completed at the latest by mid-August 1877.<sup>134</sup>

Stoddard's Range was also completed in 1877. However, there was at least one accident during the construction:

*Miraculous Escape From Death.*

*Yesterday morning a colored man employed by John M. Williams, contractor, whilst assisting in tearing down the walls in Stoddard's Upper Range, fell from the Bay street platform to the lower alleyway striking and hurting his head. At first he was thought to be dead, but almost miraculously recovered in a short time and proceeded to work as though nothing had happened.*<sup>135</sup>

In 1877, John Stoddard and family submitted a petition to City Council requesting the Aldermen to intervene with the construction of a wooden shed on Kelly's Wharf. Stoddard cited the fire of 1876 which damaged the Stoddard property as sufficient grounds to halt Kelly's rebuilding.

*...formerly the said Eugene Kelly had constructed a wooden shed on said river front in the rear of your memorialists [Stoddards] premises, which shed, on the twenty fifth day of August, eighteen hundred and seventy six, with its contents (consisting of inflammable material) took, or was set, on fire, and the flames communicating thence to your memorialists said premises totally destroyed a portion therein and materially damaged the rest... the said Eugene Kelly has now in process of construction, to the great danger and apprehension of your memorialists, another shed of the same character as that described...*<sup>136</sup>

In support of the communication, a note from F. Blair, Chief Engineer of the Savannah Fire Department, was attached stating, "I protested in my last report against the building of sheds in front of large stores as very dangerous and

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<sup>134</sup> *Savannah Morning News* (20 March 1877) 3:2; *Savannah Morning News* (18 August 1877) 2:7.

<sup>135</sup> "Miraculous Escape from Death," *Savannah Morning News* (27 January 1877) 3:2.

<sup>136</sup> MS 5600IN-40, Volume 4, Wharf Lots.

against the Ordinance of the City.” On May 31, 1877, City Council responded in favor of Kelly. They believed “that to prohibit the erection of this accommodation to shipping and owners of goods would be an unjust discrimination in favor of other wharf owners and a great detriment to Kelly’s wharf.” On June 13<sup>th</sup>, Kelly’s building permit was granted with the purpose of the shed changed from “receiving and storing freight” to simply “receiving freight.”<sup>137</sup>

In September 1878, the Georgia and Florida Steamboat Company petitioned Council for permission to erect a freight office, to be built by Mr. Waters, under the shed on Kelly’s Wharf. Permission was granted with the condition that the roof be covered with tin sheathing and no portion of the office be enclosed with wood weather boarding. The concern for fire along the Bay continued to influence new construction through the 19<sup>th</sup> century. In 1882, when Kelly tried to build a new shed, Council reminded him of the building ordinance prohibiting any new wooden buildings under the bluff.<sup>138</sup>



East Bay Street between Bull & Drayton Streets, n.d.<sup>139</sup>

The river façade of Kelly’s Block was given a stucco finish in May 1883. There is no mention of when the Bay Street façade was stuccoed, certainly before the river side. The 1883 work was done under the supervision of Bernard Goode. Once the block and wharf were rebuilt, little changed in the building’s appearance. The block was continually inhabited by commercial tenants, using the Bay Street side for offices. The lower levels, accessed from River Street, were used for storage.<sup>140</sup>

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<sup>137</sup> MS 5600IN-40, Volume 4, Wharf Lots.

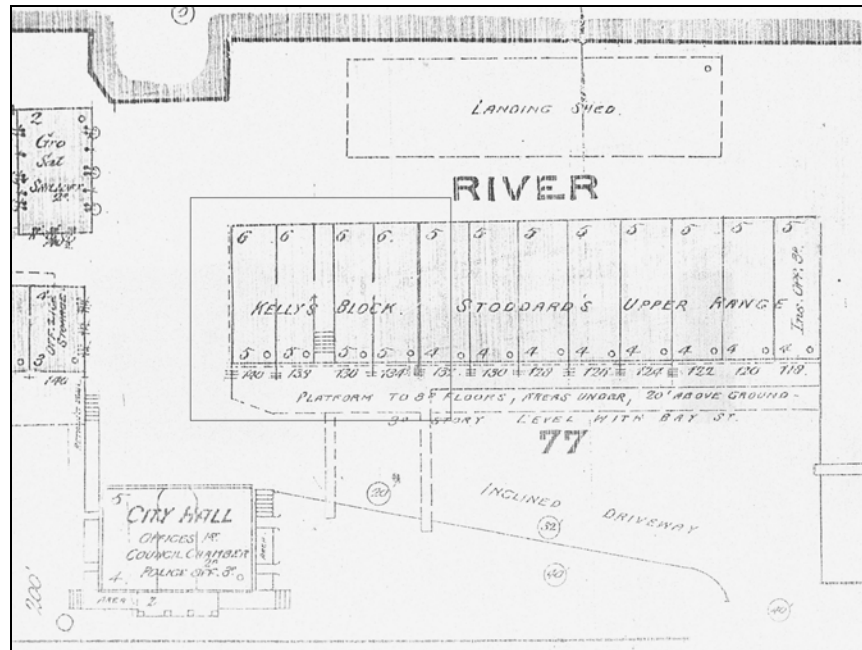
<sup>138</sup> MS 5600IN-40, Volume 4, Wharf Lots; Council Minutes (1882) 177.

<sup>139</sup> VM 1361PH, Box 10, Folder 1, Item 1986.

<sup>140</sup> *Savannah Morning News* (16 May 1883) 4:1.



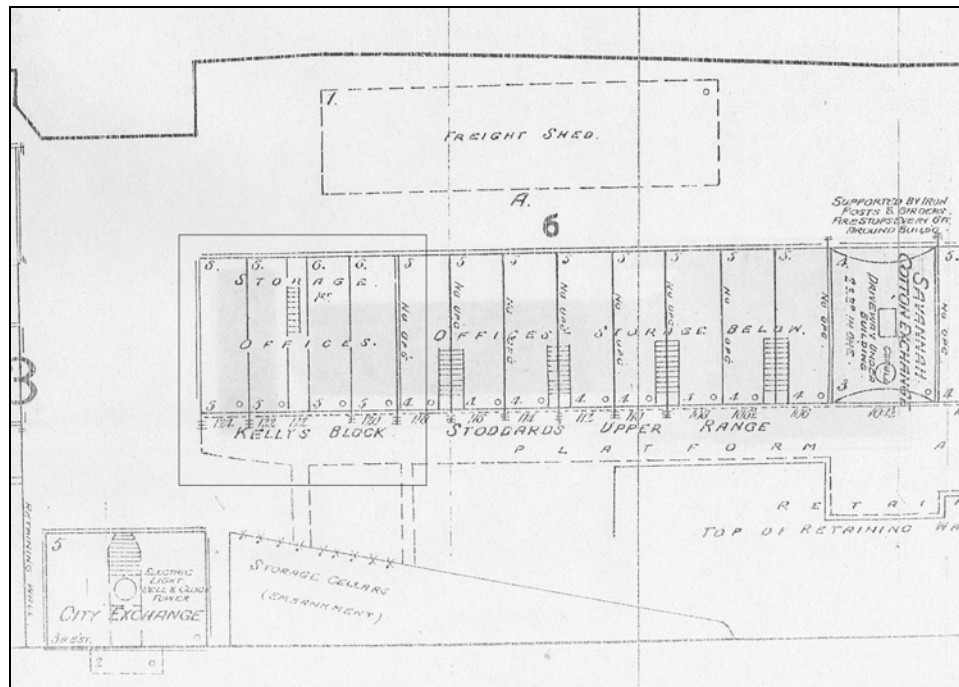
Between 1884 and the mid-20<sup>th</sup> century, the Sanborn Insurance Company of New York produced insurance maps for large cities to aid adjusters in setting insurance rates. Maps available for Savannah, starting in 1884, confirm that Kelly's Block accommodated offices and stores until its purchase by the City of Savannah.<sup>141</sup>



Sanborn Insurance Map of Savannah,  
Kelly's Block, 1884<sup>142</sup>

<sup>141</sup> *Sanborn Insurance Maps of Savannah, Georgia, 1884, 1888, 1898, 1916, 1954, 1972* (New York: Sanborn Insurance Map Company), Georgia Historical Society.

<sup>142</sup> *Sanborn Insurance Map, 1884.*



Sanborn Insurance Map of Savannah,  
Kelly's Block, 1888<sup>143</sup>

The 1884 Sanborn Insurance Map labeled Kelly's Block as 134-140 Bay Street, rising six stories high on the river side and five on the Bay Street side. The Bay Street level stores were accessed by a bridge over Factors' Walk leading to a platform (this is probably a replacement of the 1869 foot bridge). In 1888, the building was renumbered as 120-124 Bay Street, and the space was labeled as storage on the first floor, and offices on the rest. The landing or freight shed on the wharf can be seen in both maps. By 1898, Savannah had switched to an east-west numbering system, making Kelly's Block 2-10 East Bay Street (as it is today).

<sup>143</sup> Sanborn Insurance Map, 1888.



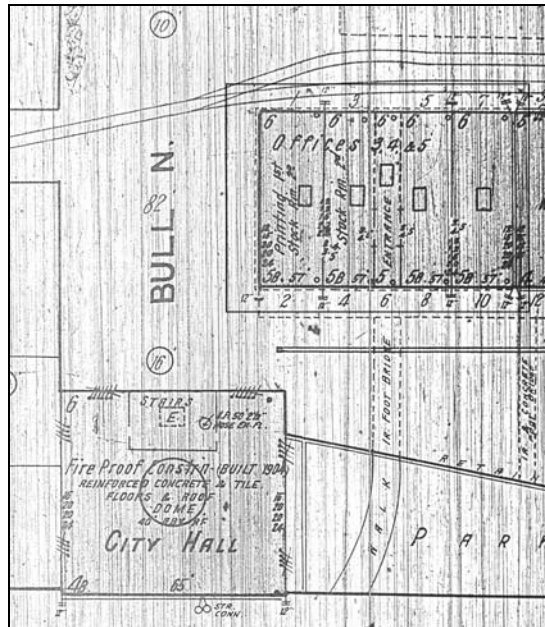
Savannah's Waterfront with Kelly's Block and the City Exchange,  
from the letterhead of George Nichols, printer, c. late 19<sup>th</sup> century<sup>144</sup>

After Eugene Kelly's death in 1894, the Kelly family maintained the property personally until 1907 when they sold to Temple Court Company of New York for \$40,000. However, the Temple Court Company was a Kelly-owned business, after Eugene's death under the leadership of his son, Thomas Hughes Kelly. The Temple Court Company continued to lease to local Savannah firms and businesses for another thirty-five years. Many of the tenants remained for years, including the Purse Printing and Paper Company, started by F. E. Purse. The Temple Court Company sold the rear half of Wharf Lot 9, the portion containing the structure of Kelly's Block, to Veronica M. Thomas, also of New York, in 1942. Thomas rented a portion of the building to the City of Savannah before selling the whole building to them in June of 1943.<sup>145</sup>

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<sup>144</sup> Lane, 204.

<sup>145</sup> *Property Deeds*: 9M-331, 37R-24, 38U-141.



Sanborn Insurance Map of Savannah,  
Kelly's Block, 1916<sup>146</sup>



Looking West on River Street from Drayton Street Slip  
towards rear of Stoddard's Range and Kelly's Block, c.1917<sup>147</sup>

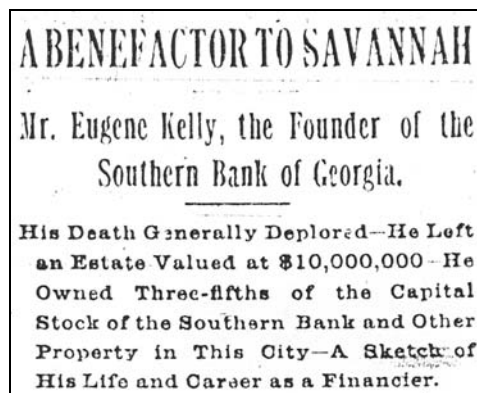
<sup>146</sup> *Sanborn Insurance Map, 1916.*

<sup>147</sup> VM 1361PH, Box 13, Folder 5, Item 6439.

## PROPERTY OWNERS & TENANTS (1869-1943)

*EUGENE KELLY (1808-1894)*

Eugene Kelly, of New York, was responsible for the building of Kelly's Block in 1869, and its rebuilding after burning in 1876. After construction of the first building, designed by Muller & Bruyn, the property became known as Kelly's Block, for its current owner, rather than as Moore's Wharf. The property maintained the name Kelly's Block, or Kelly's Building, until it was officially renamed in 1945 for Mayor Thomas Gamble. While Kelly's connections to Savannah were purely business (never residing in Georgia), he maintained a pleasant and profitable relationship with the city and the local banking community for almost thirty years.<sup>148</sup>



Obituary Headline for Eugene Kelly,  
*Savannah Morning News*, December 20, 1894.<sup>149</sup>

Eugene Kelly was born on November 25, 1808 in County Tyrone, Ireland. He was the son of Thomas Boyne O'Kelly, of Mullaghmore, Ireland. Apparently the O'Kelly family, shortened to Kelly, was once very wealthy and Eugene was "well provided for" when he immigrated to the United States around 1834. He first took a clerkship in New York City with the firm of Donnelly & Company, the city's largest dry-goods business. From there he moved to Kentucky and then St. Louis. It was in St. Louis that he first married. Unfortunately, he was soon after widowed.<sup>150</sup>

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<sup>148</sup> "A Benefactor to Savannah," *Savannah Morning News* (20 December 1894) 8:5.

<sup>149</sup> "A Benefactor to Savannah."

<sup>150</sup> "A Benefactor to Savannah"; [www.newadvent.org/cathen/11020a.htm](http://www.newadvent.org/cathen/11020a.htm) (accessed on 18 January 2005); Richard Demeter, *Irish America, The Historical Travel Guide, Volume I* (Pasadena: Cranford Press, 1995), 221.

Back in New York, he established the firm of Eugene Kelly & Company in 1856. The following year, he married Miss Margaret Anna Hughes, a niece of the former archbishop of New York, John Hughes. With the outbreak of the California Gold Rush, he established the banking house of Donohoe & Kelly in San Francisco (this firm was still active at the time of his death). In 1872, the Equitable Trust Company was organized for the “negotiation and sale of loans secured by mortgage on real estate.” The company handled loans made in the western states with sales executed in Europe. Trustees included not only Eugene Kelly, but such prominent men as John Jacob Astor and A. A. Low, of A. A. Low & Company. He was on the Board of Directors for several banks, including the Emigrant Savings Bank. Kelly’s business ventures were all successful and, when he retired around 1890, his fortune was estimated at over \$10 million.<sup>151</sup>



Bank Draft Payable at Eugene Kelly & Company,  
Biddle Market Savings Bank, St. Louis, Missouri, December 21, 1874<sup>152</sup>

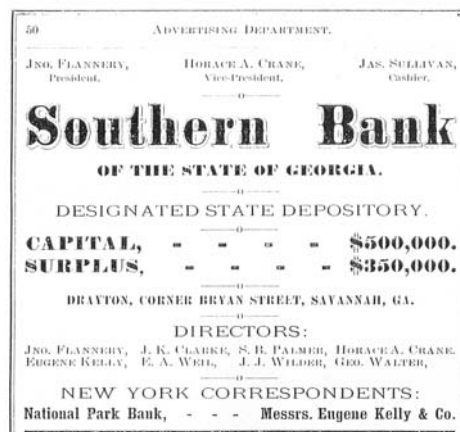
A great portion of that fortune came from his involvement with the Slaven Brothers. In September 1882, he helped organize the American Contracting & Dredging Company with H. B. Slaven. Kelly served as the first treasurer of the company, which handled the contract for the construction of the Atlantic division of the Panama Canal, roughly sixteen miles from Colon or Aspinwall to Bohio Soldado. The first order of business was to amass the company’s plant which would include eight Slaven dredges, “the largest, most expensive dredge ever built,” costing almost \$150,000 each. The Slaven section of the canal was finished between 1882 and 1889 and its successful completion amounted to a payment of \$25,000,000. In 1889, the American Contracting &

<sup>151</sup> “A Benefactor to Savannah”; D. Hamilton Hurd, *History of New London County, Connecticut, with Biographical Sketches of Many of its Pioneers and Prominent Men* (Philadelphia: J. W. Lewis & Company, 1882) transcribed by Janece Streig, taken from [http://freepages.genealogy.rootsweb.com/~jdevlin/town\\_hist/nl-chap16.htm](http://freepages.genealogy.rootsweb.com/~jdevlin/town_hist/nl-chap16.htm) (accessed 18 January 2005); Demeter, 222.

<sup>152</sup> <http://www.ericjackson.com/catalog/paperphoto.asp?recnum=894> (accessed 18 January 2005).

Dredge Company's stock was worth four times its face value and the company has since been called "one of the greatest industrial and financial successes of modern times."<sup>153</sup>

Kelly's Savannah investments included the establishment of the Southern Bank of Georgia. In 1870, shortly after purchasing Wharf Lot 9, Kelly proposed the founding of a new bank. In November 1870, the State Legislature granted a charter to John Screven, E. C. Anderson, John McMahon, Thomas Arkwright, T. R. Mills, A. P. Wetter, and John Flannery, all of Savannah, along with Eugene Kelly, for the establishment of the Southern Bank with a capital stock of \$500,000. On November 28<sup>th</sup>, the men met at their banking house on the corner of Bryan and Drayton streets and elected Eugene Kelly the bank's first president.<sup>154</sup>



Advertisement for the Southern Bank of the State of Georgia, printed in the Savannah City Directory, 1885<sup>155</sup>

Out of the proposed capital stock of \$500,000, Kelly subscribed and paid for half at the beginning. It was hoped the remaining stock would be taken up by citizens of Savannah, but following the Civil War, funds were scarce in the city and Kelly later subscribed all the remaining stock, about \$111,000. At the time of his death, he still held a three-fifths majority of the stock.<sup>156</sup>

<sup>153</sup> Henry Hall, ed., *America's Successful Men of Affairs: An Encyclopedia of Contemporaneous Biography, Volume I* (New York: The New York Tribune, 1895-1896) taken from [http://www.slavens.net/bios/hb\\_slaven.htm](http://www.slavens.net/bios/hb_slaven.htm) (accessed on 18 January 2005).

<sup>154</sup> *Savannah Morning News* (15 November 1870) 3:1; "A Benefactor to Savannah"; *Savannah Morning News* (28 November 1870) 3:2.

<sup>155</sup> *City Directory, 1885*.

<sup>156</sup> "A Benefactor to Savannah."

Following the death of Captain John McMahon, the bank's vice-president who conducted the affairs of the bank, Kelly resigned as president in order that a Savannah resident could fill the job. Captain John Flannery, a long-time tenant of the Kelly Block, was then elected president while Eugene Kelly remained on the Board of Directors until his death.<sup>157</sup>

Kelly supported many of the financial institutions of Savannah, helping them recover in the decades after the Civil War:

*Mr. Kelly has always displayed a great fondness for Savannah. He frequently visited here and always showed a great interest in its financial institutions. He was always exceedingly liberal in furnishing funds to enable the banks to meet the heavy demands of the fall movement of cotton...*<sup>158</sup>

Eugene Kelly exhibited compassion and philanthropy for people and organizations around the country, especially those with interests close to his heart. During the Civil War, he helped raise funds to support the families of the 69<sup>th</sup> Regiment, of New York, and for equipping the Irish Brigade. He was a major benefactor of Saint Patrick's Cathedral in New York. In 1887, he built a carriage house on the campus of Seton Hall University in South Orange, New Jersey. Kelly donated \$500.00 for relief of the flood victims of the Johnstown Flood in Johnstown, Pennsylvania in 1889. He served on the New York Board of Education for more than a decade, was a trustee of the Metropolitan Museum of Art, and a member of the committee that planned the Statue of Liberty's dedication. One of the founders of Catholic University in America in Washington, D. C., he donated \$100,000 for the endowment of chairs in ecclesiastical history and Holy Scripture. Kelly was honored as a Papal Knight of Chamberlain of the Cape and Sword.<sup>159</sup>

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<sup>157</sup> "A Benefactor to Savannah."

<sup>158</sup> "A Benefactor to Savannah."

<sup>159</sup> "The Call to Arms," taken from <http://www.thewildgeese.com/pages/conyngh1.htm> (accessed 18 January 2005); Willis Fletcher Johnson, *The History of the Johnstown Flood* (Edgewood Publishing Company, 1889) taken from <http://pr.railfan.net/documents/JohnstownFlood/chapter25.html> (accessed 18 January 2005); Joseph M. Kelly, "Has Anyone Here Seen Kelly?" taken from [http://www.stefanovich.com/Kelley/KELLEY\\_family\\_name.html](http://www.stefanovich.com/Kelley/KELLEY_family_name.html) (accessed 18 January 2005); Demeter, 221-222.





Temple Court Building, New York City, n.d.<sup>160</sup>

As Kelly left behind an architectural landmark in Savannah, so he did in New York City. The Temple Court Building was erected between 1881 and 1883 on Beekman Street in the Financial District of Manhattan. The ten story building was designed by architects Benjamin J. Silliman and James M. Farnsworth. Kelly later commissioned an annex designed by Farnsworth (constructed 1889-1890). The Temple Court Building was designated a historic landmark by the New York City Landmarks Preservation Committee in 1998.

*The nine-story (ten stories in certain portions) Temple Court Building was commissioned by Eugene Kelly, an Irish-American multi-millionaire merchant-banker, and built in 1881-83 to the design of architects Silliman & Farnsworth. Executed in red Philadelphia brick, tan Dorchester stone, and terra cotta above a two-story granite base, the handsome vertically-expressed design employs Queen Anne, neo-Grec, and Renaissance Revival motifs. Today, Temple Court is the earliest surviving, essentially unaltered, tall "fireproof" New York office building of the period prior to the full development of the skyscraper. Furthermore, it is an early example of the use of brick and terra cotta for the exterior cladding of tall office buildings in the 1870s and 80s, as well as a rare surviving office building of its era constructed around a full-height interior skylighted atrium.*

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<sup>160</sup> <http://www.nyc.gov/html/lpc/html/designation/summaries/templecourt.html> (accessed 18 January 2005).

*Its two towers foreshadow the pyramidal form that later became popular for skyscrapers. The Annex to the building, clad in Irish limestone on its principal Nassau Street façade, was constructed for Kelly in 1889-90 to the design of James Farnsworth, in an arcaded Romanesque Revival style that complements the original building. Temple Court's significance is enhanced by its visibility as it rises above the low buildings of Park Row facing City Hall Park, its prominent towers, and its articulated façades on three sides.<sup>161</sup>*

Kelly suffered a stroke on December 4, 1894. In his advanced age, eighty-six years, he declined rapidly until his death on December 19<sup>th</sup>, shortly after 9 o'clock in the morning, at his New York City residence. Upon receiving a telegram announcing his death, the doors of the Southern Bank were draped in mourning. The morning following his death, the *Savannah Morning News* ran a lengthy obituary extolling Kelly's virtues as an honorary citizen of Savannah:

*...the death of Mr. Eugene Kelly, whose life as a successful financier is of interest to all sections, and especially so to Savannah, on account of his business investments and the spirit of generosity with which he has extended financial aid to this section...*

*...Mr. Kelly's interest in Savannah was understood and appreciated here, and he was highly esteemed by all classes. In his death it is realized that Savannah loses a good friend.<sup>162</sup>*

Kelly's sons, Eugene, Jr. and Thomas, held onto Kelly's Block, in trust, until 1907 when it was sold to the Kellys' Temple Court Company, of New York. Thomas Hughes Kelly would follow in his father's philanthropic footsteps. On May 12, 1912, the *New York Times* reported that he was the treasurer of a special fund established as a memorial to Dr. William O'Loughlin who perished in the Titanic disaster. In March 1916, the Friends of Irish Freedom was organized in New York to "encourage and assist any movement that would tend to bring about the national independence of Ireland," with Thomas Hughes Kelly the first treasurer.<sup>163</sup>

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<sup>161</sup> "Temple Court Building and Annex," taken from <http://www.nyc.gov/html/lpc/html/designation/summaries/templecourt.html> (accessed 18 January 2005).

<sup>162</sup> "A Benefactor to Savannah."

<sup>163</sup> *Property Deeds: 4D-123, 9M-331*; *New York Times* (12 May 1912) taken from <http://www.encyclopedia-titanica.org/item.php/3180.html> (accessed 18 January 2005); [http://www.geocities.com/foif\\_usa/data/](http://www.geocities.com/foif_usa/data/) (accessed 18 January 2005).

Kelly had a third son, Joseph, who died in a tragic train accident. On September 10, 1889, while on his way from New York City to his residence in Orange, New Jersey on the commuter train, Joseph was blown off the platform connecting two rail cars. He was trying to pass from one car to another and fell off near the crossing of the Hackensack River. Joseph landed in a heap of railroad ties beside the track and died. Eugene Kelly was on another car of the train and was brought to his son's body to identify it. Joseph, who was employed at his father's office in New York City, was only twenty-two years old.<sup>164</sup>

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<sup>164</sup> *New York Times* (11 September 1889) abstracted by Wanda Henderson, taken from <http://archiver.rootsweb.com/th/read/NJ-OLD-NEWSPAPERS/2002-11/1036278424> (accessed 18 January 2005).

**PROPERTY OWNERS & TENANTS (1869-1943)**  
***BUSINESS ALONG FACTORS' WALK***



Factors' Walk, looking west towards City Hall and Stoddard's Range,  
drawn by unknown, n.d.<sup>165</sup>

On September 21, 1867, *Frank Leslie's Illustrated Newspaper* published a sketch of Bay Street accompanied by the following description:

*Bay Street, in Savannah, is the chief cotton market of the town, and is filled with a constant procession of carts conveying the bales of the staple either to storehouses or the wharves for shipment... In many respects Savannah is one of the pleasantest Southern cities, and seems destined now to assume a considerable importance as a shipping port and centre for supplying the interior.*<sup>166</sup>

The picture painted by the author would prove true. The row of buildings stretching between the City Exchange and Drayton Street would become the heart of the cotton trade, especially after the construction of the Savannah Cotton Exchange in 1887 over the Drayton Street ramp. The buildings would become known as Factors' Row, or Factors' Walk, for the brokers and

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<sup>165</sup> *Vertical Files: Streets-Savannah-Factors' Walk*, Georgia Historical Society.

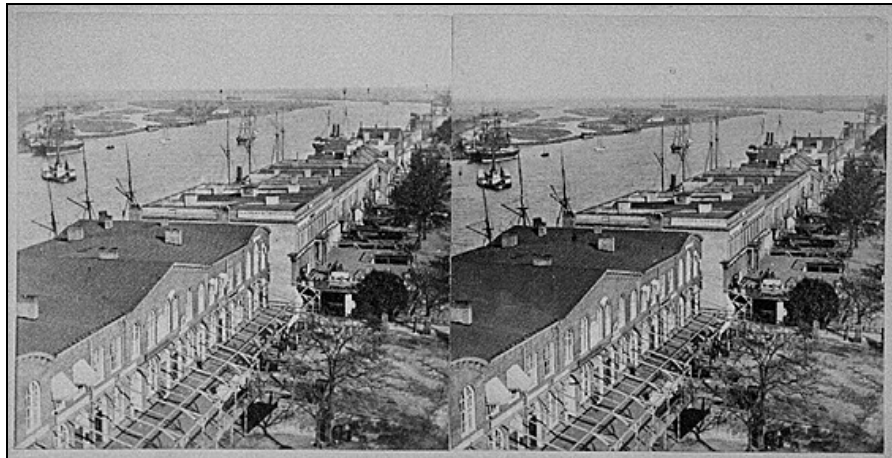
<sup>166</sup> *Vertical Files: Streets-Savannah-Bay*.

factors who maintained offices along the bluff, allowing them convenient access to shipments coming in and out of port down below on the wharves. The offices were located in the upper portion of the buildings, with storage in the lower levels. Carts, or drays, could access the middle levels through a back alley known as Factors' Walk, located between the buildings and the bluff's retaining wall.<sup>167</sup>



Looking Northwest from River Street towards the Savannah Cotton Exchange, Stoddard's Range, and Kelly's Block, n.d.<sup>168</sup>

The firms and individuals who operated out of Kelly's Block between 1869 and the early 1900s reflected the use and energy of Factors' Row described above.



Stereograph of Bay Street, looking east from the City Exchange towards Drayton Street, taken by J. N. Wilson, c.1870<sup>169</sup>

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<sup>167</sup> Edwards, 6-7; Hunter, 332.

<sup>168</sup> VM 1361PH, Box 13, Folder 5, Item 2692.

**PROPERTY OWNERS & TENANTS (1869-1943)**  
***KELLY'S BLOCK TENANTS***



Stillwell, Millen & Company, 1895 advertisement<sup>170</sup>

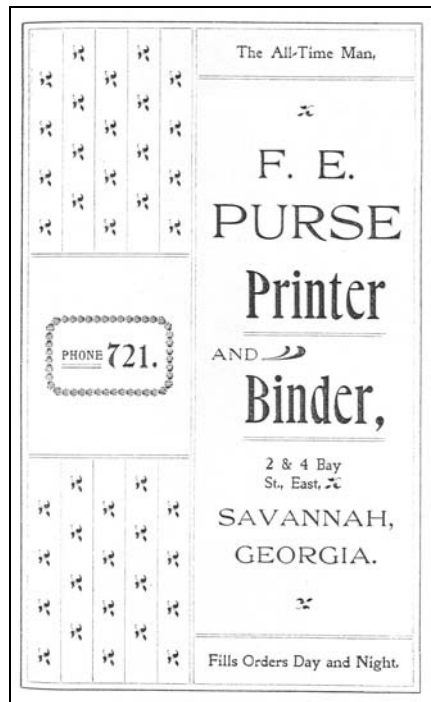
When Eugene Kelly built the first Kelly's Block in 1869, almost all of the tenants were commission merchants and cotton factors, with a few insurance agents. Slowly towards the end of the 19<sup>th</sup> century, there was a greater mix of dealers, not just cotton, but also naval stores and lumber. The building's convenient location to the docks encouraged shipping lines to make use of the offices, while its convenient location to the City Exchange encouraged foreign consuls to rent space. Sometime before the issuance of the 1900 Savannah City Directory, Frank E. Purse set up a printing and binding business. Purse was an exception to the typical tenant of cotton or shipping business. However, the Purse business stayed in the Kelly Block, under various managers or owners, until the 1960s.<sup>171</sup>

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<sup>169</sup> ID#ctm217, Vanishing Georgia, Georgia Division of Archives and History, Office of the Secretary of State, Morrow, Georgia.

<sup>170</sup> *City Directory*, 1895.

<sup>171</sup> *City Directories*, 1871-1948.



F. E. Purse, Printer & Binder,  
1900 advertisement<sup>172</sup>

There were only two instances of tenants residing in the building. For at least five years, during the 1890s, policeman Edward F. Davis and his wife, Annie, lived upstairs. Joseph Lanahan, a longshoreman, and his wife, Honore, lived upstairs around 1910.<sup>173</sup>

Long term tenants of particular interest include: R. G. Lay, dealing in Peruvian guano, who was one of the first tenants in the 1869 building; John Flannery & Company, a cotton and commission business started by Captain John Flannery, which moved into the second Kelly's Block in 1877 and remained past 1940 after evolving into the Gleason Cotton Company; and Carl Espy who had several business in the same location over the years including, Espy Cotton Company, Hutton Engineering, and Espy Paving & Construction Company.<sup>174</sup>

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<sup>172</sup> *City Directory*, 1900.

<sup>173</sup> *City Directories*, 1871-1948.

<sup>174</sup> *City Directories*, 1871-1948; *Savannah Morning News* (1 November 1883) 2:6.

*The following list of tenants was compiled by sampling the Savannah City Directories (housed at the Georgia Historical Society) approximately every five years (as available) from the time the first Kelly's Block was constructed until the purchase of the second Kelly's Block by the City of Savannah for municipal use.*

*Until the 1880s, the local city directories did not list tenants by street address. Therefore, the following tenants were found by searching the business listings under likely headings for the neighborhood, including commission merchants, cotton factors, and shipping. In no way should the entries for this time period be considered a complete listing of all tenants. Also, street numbers changed over the years, reflecting first growth of the city and then a renumbering of the streets into an east-west system right before the turn of the 20<sup>th</sup> century.*

<i>year</i>	<i>storefront # on Bay Street</i>	<i>tenant (owners), nature of business</i>
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***First Kelly's Block or Building (built 1869-1870, destroyed by fire 1876)***

1871	134	-Gourdins, Young & Frost, commission merchants
	136	-Carl Epping & Company, commission merchants and insurance -Kirksey & Scott, commission merchants and cotton factors -Williams & Crane, commission merchants and agent for Liverpool & Great Western, Guion Line -S. Fatman, commission merchant and cotton factor -Charles Green, Son & Company, commission merchants -L.J. Guilmartin & Company, commission merchants and cotton factors -Louis Pless, commission merchant -Quentell, Nisbett & Company, commission merchants -R. G. Lay, Peruvian guano agent
	138	-Clarence G. Anderson, commission merchant and insurance -Robert Habersham's Son & Company, commission merchants -George Wigg, commission merchant -Robert M. Lockwood, insurance



- 1874-1875
- 134 -Gourdins, Young & Frost, commission merchants
- 136 -Guilmartin & Company, commission merchants and cotton factors  
-Kirksey & Scott, commission merchants and cotton factors  
-Williams & Crane, cotton buyers
- 138 -Richard G. Lay, agent Peruvian guano  
-Robert Habersham's Son & Company, commission merchants  
-James T. Stewart, commission merchants  
-R. G. Lay, Peruvian guano  
-London & Lancashire Insurance Company of Liverpool (James T. Stewart, agent), fire and marine insurance
- Kelly's Block -Carl Epping & Company, commission merchants, 10 Kelly's Block  
-William M. Parker & Company (William Preston, manager), cotton buyers, 16 Kelly's Block

***Second Kelly's Block or Building (built 1877)***

- 1877
- 120 -W. H. Bourne, commission merchant and timber dealer  
-Brigham & Olmstead, commission merchants
- 122 -Knoop, Hanemann & Company, commission merchants
- 124 -W. C. O'Driscoll, commission merchant and cotton factor  
-J. A. Roberts & Company, commission merchants
- Kelly's Building -J. Flannery & Company, commission merchants and cotton factors, Kelly's Building  
-Gourdin, Young & Frost, commission merchants, 1 Kelly's Building  
-L. J. Guilmartin & Company, commission merchants and cotton factors, Kelly's Building  
-W. G. Young, cotton shipper, 3 Kelly's Building
- 1880
- 120 -L. J. Guilmartin & Company, commission merchants and cotton factors
- 122 -Frerichs Knoop & Company, commission merchants
- 124 -P. M. Dougan, commission merchant  
-G. I. Taggart, commission merchants  
-Smith & Kelly, stevedores  
-Ward & Power, stevedores

1885

120 -L. J. Guilmartin & Company

120-122 ½ -Strauss & Company

122 -S. Fatman  
-German Consulate  
-Churchill, Ward & Company

124 -Smith & Kelly, stevedores  
-G. I. Taggart  
-Savannah Dredging Company  
-Propeller Tow Boat & Wrecking Company  
-J. Paulsen  
-J. A. Roberts & Company  
-A. Minis & Son's  
-Pilot's Office

1890

120 -J. P. Williams & Co. (Jesse P. Williams & John A. G. Carson), naval stores and cotton factors  
-Raymond Judge, naval stores exporter  
-J. P. Coates & Co. (Joseph Coates; R. W. Gamble, manager), cotton merchants  
-Chesnutt & O'Neill [*listing page missing*]  
-Spanish Consul, Narciso Perez-Petinto, consul  
-Henry T. Williams, cotton buyer  
-A. Norden & Co. (Fred Harris, agent), cotton exporters  
-Lievin Van Meldert, cotton exporter

122 -Stillwell, Millen & Co. (W. B. Stillwell, L. R. Millen, L. Johnson), lumber, timber and manufacturers portable houses  
-T. T. Chapeau [*no listing*]  
-John Tuton, naval stores  
-Vale Royal Manufacturing Company (H. P. Smart, president; D. C. Bacon, secretary and treasurer), shingle manufacturers, manufacturing works on the river west of O. S. S. Company wharves, office at 122 Bay Street

124 -R. G. Dun & Co. (C. O. Drummond, manager), mercantile agency  
-Paterson, Downing & Co. (W. Coney, agent), naval stores exporters  
-M. Behrens-Martin, cotton exporter



*Scene on the Bay in 1893:  
In the busy cotton season,  
the Bay Street buildings were  
illuminated until midnight, as scores of  
clerks worked on the records,  
and the Cotton Exchange  
was thronged with factors  
and exporters when the market  
reports came in from Liverpool,  
New York and New Orleans.<sup>175</sup>*

- 1895
- 120 -J. P. Williams & Co. (Jessie P. Williams and J. A. G. Garson), naval stores, cotton factors and wholesale grocers
  - Chesnutt & O'Neill (J. B. Chesnutt and J. J. O'Neill), naval stores factors
  - Spanish Consul, Narciso Perez-Petinto, consul
  - A. Norden & Co. (H. Ernst, manager), cotton exporters
  - Edward F. Davis, police (resides at 120 Bay Street) *[residential use]*
  - J. C. Andersen & Co. (Jonas C. Andersen), shipbrokers
  - 122 -Stillwell, Millen & Co. (William B. Stillwell, Loring R. Millen, resides New York, L. Johnson, R. H. Bewick, W. R. Bewick), lumber and timber *[see advertisement]*
  - 124 -Paterson, Downing & Co. (Walter Coney, manager), naval stores exporters

#### ***Change to east-west street numbering system***

- 1900
- E. Bay 2 -Georgia Lumber Co. (G. W. Perkins, president; F. J. Garbutt, vice-president; J. J. Kirby, secretary and treasurer)
  - F. E. Purse (Frank E. Purse), printers and binders
  - F. Chandler & Son (Fred and Ernest Chandler), sail makers
  - 4 -Paterson, Downing & Co. (W. Coney, manager), naval stores exporters

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<sup>175</sup> VM 1361PH, Box 8, Folder 15, Item 1554; Lane, 213.

1900  
cont.

- 6 -Georgia & Alabama Railway Offices (J. S. Williams, president; Cecil Gabbett, vice-president and general manager; W. W. Mackall, secretary; B. R. Guest, treasurer), offices at 6 East Bay, ticket office at 2 East Bryan, depot on West Broad opposite Liberty Street
  - J. M. Esteve Co. (Joseph M. Esteve), cotton and lumber exporters
  - Spanish Consulate, N. Perez-Petinto, Jr., vice-consul
  - Chesnutt & O'Neill (Joseph B. Chesnutt and John J. O'Neill), naval stores factors
  - Edward F. Davis (Annie), police (resides at 6 East Bay Street)  
*[residential use]*
- 8 -J. P. Williams & Co. (J. P. Williams, president; J. A. G. Carson, vice-president; H. L. Kayton, secretary; Fulton Saussy, treasurer), naval stores, cotton factors, wholesale grocers, and provision dealers, also at 223-227 East Bay Street

- 10 -J. Flannery & Co. (John Flannery and John L. Johnson), cotton factors and commission merchants

1905

- 2-4 -Frank E. Purse, printer and binder *[see advertisement]*
  - Vogemann Line (H. Nanninga, manager), steamship agents
- 6 Kelly Building:
  - Francis F. Jones & Company, naval stores, factors and commission merchants
  - Atlantic, Gulf & Pacific Company (J. C. Titzell, manager), river and harbor contractors and dredging
  - Stewart & Company (M. M. Stewart and J. L. Morehead), cotton exporters
  - Espy Cotton Company (R. Newman, president and treasurer; Carl Espy, vice-president, secretary and manager), cotton shippers and exporters
  - Empire Dredging Company
  - Esteve Brothers & Company (Jose M., Luis, Ramon, Angel, and F. Javier Esteve), cotton and lumber exporters
- 8 -vacant
- 10 -The John Flannery Company (John Flannery, president; J. F. McCarthy, secretary and treasurer), cotton factors and commission merchants

1910

- 2 -Savannah Cotton Tag Company  
-Southern Shipping Company (J. C. Harris, president and manager)  
-Purse Printing & Paper Company (Charles Kohler and Mrs. L. Purse), stationers and printers
- 4 -Gans Steamship Line (H. Nanninga, manager)  
-Henry Nanninga Company, steamship brokers  
-Howard & Company (Arthur J. Howard), freight broker
- 6 Kelly Building:  
-Stewart-Morehead Company (M. M. Stewart, president), cotton exporters  
-Stewart Cotton Company (M. M. Stewart, president and treasurer), cotton exporters  
-Joseph Lanahan (Honore, spouse), longshoreman, residence  
*[residential use]*  
-F. F. Jones & Company (Francis F. Jones), cotton and naval stores factors  
-Merrifield, Zeigler & Company (F. M. Beekham, agent), cotton exporters  
-W. R. Crum & Company (W. Reves Crum and H. F. Noyes), cotton exporters and fertilizers  
-Espy Cotton Company (Robert Newman, president; Carl Espy, secretary and treasurer), cotton exporters  
-Esteve Brothers & Company (Jose M., Louis, Ramon, Angel, and F. Javier Esteve), cotton and lumber exporters (Jose M., Louis and Ramon Esteve reside in Barcelona, Spain; Angel Esteve resides in New Orleans; and F. Javier Esteve resides in Savannah and is the vice-consul to Spain)  
-E. W. Rosenthal & Company (Edward W. Rosenthal & E. B. Hackman), cotton exporters  
-Crawford & Company (Allen Crawford), cotton brokers  
-Teasdale Cotton Export Company (W. H. Teasdale, president)  
-J. Schwab & Company (Joseph and Alvin Schwab), cotton exporters and commission merchants
- 8 -The Georgia Pine Company (P. M. Womble, president; J. R. Miller, manager), wholesale lumber
- 10 -The John Flannery Company (M. A. O'Byrne, president; J. W. Gleason, vice-president; J. F. McCarthy, treasurer; John McLaughlin, secretary), cotton factors and commission merchants

1915

- 2 -A. S. Bacon & Sons (Albert S. and Hal H. Bacon), lumber, sashes, doors and blinds
  - Purse Printing & Paper Company (C. Kohler and Mrs. L. Purse)
  - Mary E. Brady, bookbinder
- 4 -H. Nanninga Company, agent Gans Steamship Lines
- 6 Kelly Building:
  - Espy Cotton Company (Carl Espy), cotton exporters
  - W. R. Crum & Company (William R. Crum), cotton exporters and fertilizer brokers
  - Stewart & Company (M. M. Stewart), cotton
  - Stewart-Morehead Company (M. M. Stewart), cotton exporters
  - Stewart Cotton Company (M. M. Stewart), cotton factors
  - J. R. Young & Company (T. R. Boykin, manager), cotton exporters
  - L. J. Alsina, cotton factor
  - Esteve Brothers & Company (F. Javier Esteve, manager), cotton and lumber exporters
  - J. Schwab & Company, cotton exporters
  - United Cotton Warehouse Corporation (W. F. Clarke, superintendent)
  - Consul for France
  - Consul for Spain
  - Consul for Uruguay
- 8-10 -John Flannery Company (M. A. O'Byrne, president), cotton factors

1920

- 2 -A. S. Bacon & Sons (H. H. and O. T. Bacon), wholesale and retail lumber, sashes, doors and blinds
  - Purse Printing & Paper Company (L. Purse and C. Kohler)
  - Miss Mary E. Brady, bookbinder
- 4 -H. Nanninga Company, ship brokers
- 6 Kelly Building:
  - Southern Products Company (Otto O. Wood, manager), cotton exporters
  - Cole & Company (P. W. Cole), cotton exporters
  - Espy Cotton Company (Carl Espy), cotton exporters
  - Weil Brothers (B. S. Barnes, manager), cotton exporters
  - McCarthy & Company (A. L. McCarthy and M. J. Logan), cotton exporters
  - Latham-Bradshaw Cotton Company
  - Esteve Brothers & Company, Inc. (Jose M., Ramon, Angel, Louis, F. Javier), cotton and timber exporters
- 8-10 -John Flannery Company (M. A. O'Byrne, president), cotton factors

- 1925
- 2 -A. S. Bacon & Sons (Hal H. and Oliver T. Bacon), wholesale and retail sashes, doors and blinds
    - Purse Printing & Paper Company (Charles Kohler)
    - Miss Mary E. Brady, bookbindery
  - 4 -Henry Nanninga Company, steamship agents
  - 6 Kelly Building:
    - Espy Cotton Company (Carl Espy), cotton exporters
    - Hutton Engineering & Construction Company (Carl Espy, president)
    - Weil Brothers (B. S. Barnes, manager), cotton exporters
    - Esteve Brothers & Company, Inc. (Matthew Dunn, manager), cotton and staves exporters
    - McCarthy & Company (Augustin L. McCarthy), cotton exporters
  - 8-10 -John W. Gleason Cotton Company, cotton factors
- 1930
- 2-4 -Henry Nanninga Company, steamship agents
    - Southern Stevedoring Company (H. Nanninga, president), steamship agents
    - Purse Printing & Paper Company (Norman J. Balster, manager)
    - Miss Mary E. Brady, bookbinder
  - 6 Kelly Building:
    - Walthour & Lippitt (Henry C. Walthour, president), cotton exporters
    - Espy Paving & Construction Company (Carl Espy, president)
    - Weil Brothers (B. S. Barnes, manager)
  - 8-10 -no listing
- 1934
- 2-4 -H. Nanninga Company
    - Purse Printing & Paper Company
    - Miss Mary E. Brady
  - 6 Kelly Building:
    - H. G. Bruncke & Company (Hans G. Bruncke), cotton exporters
    - Weil Brothers (B. S. Barnes, manager), cotton merchants
    - Joseph H. Winkers, Mutual Life of New York insurance agent
  - 8 -no listing
  - 10 Gleason Cotton Company

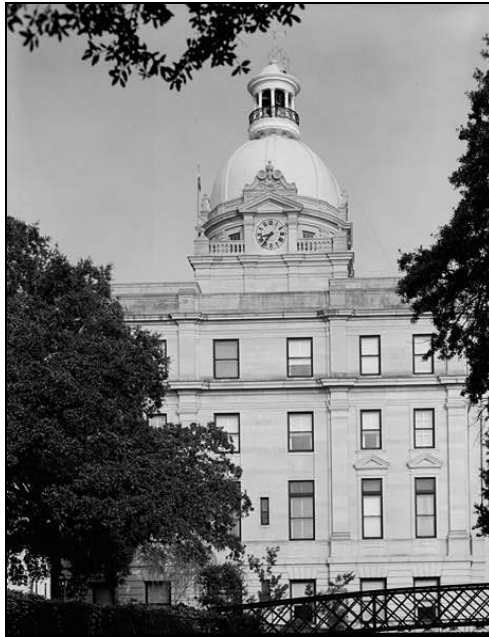
- 1940
- 2-6 Kelly Building:
    - Purse Printing & Paper Company (Norris J. Balster)
    - Miss M. E. Brady, bookbinder for Purse Printing Company
    - Community Chest (V. L. Hancock, manager)
    - Health Center (Miss Helen E. Bond, director)
  - 8 -no listing
  - 10 -Gleason Cotton Company (John W. Gleason)

***Kelly's Block, renamed the Thomas Gamble Building, owned by the City of Savannah from 1943 on***

- 1947-  
1948
- 2-6 Thomas Gamble Building:
    - Vocational Rehabilitation Division
    - Purse Printing Company
    - Downtown Library
    - County Welfare
    - State Highway Department
  - 8 -no listing
  - 10 -Veteran's Service Office
    - Veteran's Information Center



**CITY OF SAVANNAH OWNERSHIP (1943-PRESENT)**  
***CITY HALL ANNEX***



City Hall's Eastern Façade (showing bridge leading to the Gamble Building),  
taken by Ned Gwinner, 1981<sup>176</sup>

Kelly's Block was sold by the Temple Court Company to Veronica M. Thomas, of Brooklyn, New York, on July 9, 1942 for \$10,000. Just eight days earlier, the Mayor and Aldermen of the City of Savannah, "desirous of leasing the portions of the buildings in the City of Savannah known as 2, 4, 6, 8 and 10 East Bay Street," voted to enter into a lease of the building for \$170.00 per month. The lease was handled by agent and tenant John W. Gleason. Though not specifically stated in Council's decision, it can be assumed that the building, conveniently located next door to City Hall, would be used as additional office space for municipal affairs.<sup>177</sup>

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<sup>176</sup> Historic American Buildings Survey Project #GA, 26-SAV, 61-18, Photograph #GA-2165-18 (Historic American Buildings Survey, National Park Service, 1981), Library of Congress, Washington, D. C.

<sup>177</sup> *Property Deed: 37R-24*; Council Minutes (1 July 1942) 55.

BY THE COMMITTEE OF THE WHOLE:

WHEREAS, The Mayor and Aldermen of the City of Savannah are desirous of leasing the portions of the buildings in the City of Savannah known as 2, 4, 6, 8 and 10 East Bay Street; and

WHEREAS, the owner of said buildings will lease said buildings to the said City of Savannah for the sum of One Hundred Seventy (\$170.00) Dollars per month;

NOW, THEREFORE, BE IT RESOLVED by The Mayor and Aldermen of the City of Savannah, in council assembled and it is hereby ordained by the authority aforesaid that the Mayor of The Mayor and Aldermen of the City of Savannah be and he is hereby authorized and directed to enter into a lease with John W. Gleason, Agent, the leasing of the buildings in the City of Savannah known as Numbers 2, 4, 6, 8 and 10 East Bay Street, at a rental of One Hundred Seventy (\$170.00) Dollars per month for the term of One (1) year.

ADOPTED AND APPROVED.

City Council Approves the Lease of Kelly's Block, July 1, 1942.<sup>178</sup>

Less than a year later, Council approved the purchase of the rear half of Wharf Lot 9, east of Bull Street from Veronica Thomas for \$25,000. The purchase was negotiated by Alderman H. B. Grimshaw, chairman of the finance committee. The transaction was complete by June 15<sup>th</sup>.<sup>179</sup>

BY THE COMMITTEE OF THE WHOLE:

WHEREAS, The Mayor and Aldermen of the City of Savannah are desirous of purchasing the southern portion of Lot Number Nine (9) of Wharf Lots East of Bull Street; and

WHEREAS, MRS. VERONICA M. THOMAS, of Brooklyn, N. Y., is the owner of the said property; and

WHEREAS, the said Mrs. Veronica M. Thomas is desirous of selling the said property for the sum of Twenty-five Thousand (\$25,000.00) Dollars cash; and

WHEREAS, the said sum of Twenty-five Thousand (\$25,000.00) Dollars is a fair and reasonable price for said property;

NOW, THEREFORE, BE IT RESOLVED by The Mayor and Aldermen of the City of Savannah, and it is hereby ordained by the authority aforesaid, that the Mayor of the Mayor and Aldermen of the City of Savannah be and he is hereby authorized and directed to execute a sales contract for and in behalf of The Mayor and Aldermen of the City of Savannah, for the purchase of the southern portion of Lot Number Nine (9) of Wharf Lots East of Bull Street, in the City of Savannah, from Mrs. Veronica M. Thomas for the sum of Twenty-five Thousand (\$25,000.00) Dollars cash.

The deed to said property to be approved by the City Attorney.

ADOPTED AND APPROVED.

City Council Approves the Purchase of Kelly's Block, May 9, 1943.<sup>180</sup>

Apparently, the City had been wishing to purchase the building for some time:

*'Several years ago,' the Mayor [Thomas Gamble, Jr.] said, 'the city officials discussed the purchase of the property as a City Hall annex, but no action was taken at the time. Since then, in its co-operation with the federal government, the city has rented various buildings, offices, and warehouses until its expenditures for rents in a year passed \$7,000.'*

<sup>178</sup> Council Minutes (1 July 1942) 55.

<sup>179</sup> Council Minutes (9 May 1943) 158-159; *Property Deed*: 38U-141.

<sup>180</sup> Council Minutes (9 May 1943) 158-159.

Before the sale was even complete, the local newspaper announced the City's plans for the building as a "City Hall Annex." Council planned to house all public work activities there and use it for overflow from the City Hall.<sup>181</sup>



City Hall Annex to be Established,"  
*Savannah Morning News* (May 20, 1943)<sup>182</sup>

City Engineer A. S. Goebel and Assistant Building Inspector I. W. Rhodes inspected the structure and found it "to be well-built, staunch, and sound." In May 1943, the City Engineer's Office prepared plans of the roughly 40,000 square foot building and indicated improvements needed to City Council, including a new roof (see Appendix: Floor Plans for more drawings). During July, the Finance Committee of City Council approved the advertisement of bids for repairing the Kelly Building's tin roof, cornice gutter and leader pipe for no more than \$895.00, according to the City Engineer's proposal:<sup>183</sup>

*Proposal No. 1:*

*A new standing seam tin roof over the entire roofing area, except that portion of tin roofing that is new. Include all new flashing and counter flashing. Two coats of paint for all new roofing and including that portion of roof that is new. Also includes skylights and cornice, outlet boxes and leader pipes. FOR THE SUM OF: \$895.00*<sup>184</sup>

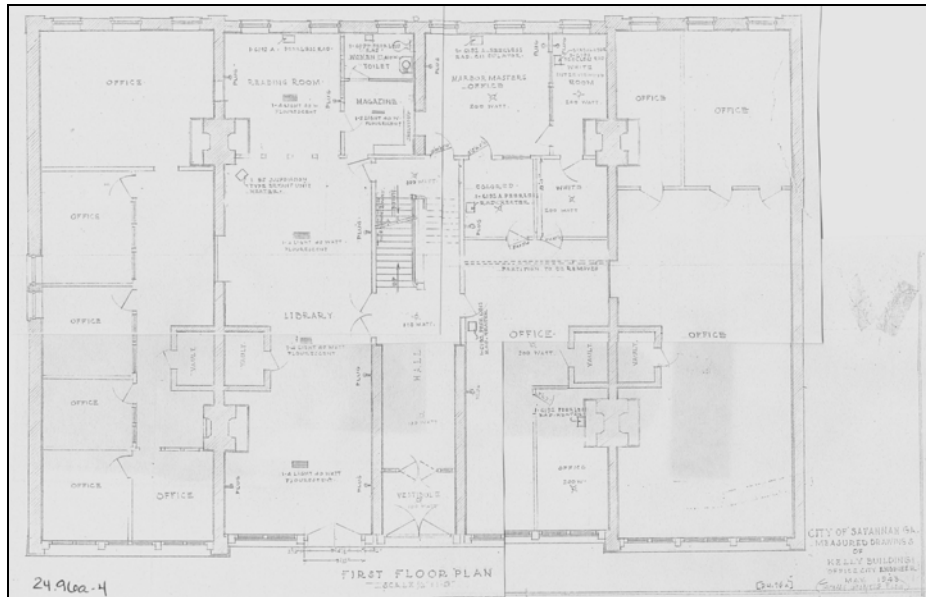
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<sup>181</sup> "City Hall Annex to be Established," *Savannah Morning News* (20 May 1945) 14:2.

<sup>182</sup> "City Hall Annex to be Established."

<sup>183</sup> Gamble Building Plans and Designs, #24.96a-d, Engineering Department, City of Savannah Research Library and Municipal Archives; Council Minutes (28 July 1943) 182.

<sup>184</sup> "Specification for painting and repairs to tin roof and cornice gutter and leader pipe, Kelly Building-East Bay Street," City Council Meeting Papers, Proceedings of Council (28 July 1943), Box PRO 158 [0115-001-B15], Folder 118, City of Savannah Research Library and Municipal Archives.



Measured Drawing of First Floor of the Kelly Building,  
drawn by the Office of the City Engineer of Savannah, May 1943<sup>185</sup>

On August 25, 1943, Council approved the purchase of twenty-six wire grills to be used on the Kelly Building's windows. Over the next few years, the City slowly continued to make repairs to the building, as needed, including painting the interior, wiring the first and second floors, laying asphalt tile flooring on the main Bay Street floor, and the installation of gas pipe and heaters.<sup>186</sup>

At the beginning, the City did not require the use of all the building. Council continued to lease out office space to long-term tenants, like Purse Printing and Paper Company (until at least 1960) and John W. Gleason (who began as an office boy for the John Flannery Cotton Company in 1883), while introducing local government tenants, like the Veteran's Service Office and the State Highway Department. The Chatham County Board of Public Welfare leased one lower floor section and five rooms on the second floor for \$175.00 per month in June 1945. The Savannah Public Library moved into the main Bay Street level in 1945, as well.<sup>187</sup>

<sup>185</sup> Gamble Building Plans and Designs, #24.96a.

<sup>186</sup> Council Minutes (25 August 1943, 13 June 1945, 11 July 1945, 8 August 1945, 3 October 1945) 189, 439, 450, 466, 6.

<sup>187</sup> "City Hall Annex to be Established"; *City Directories, 1946-1960*; Council Minutes (30 May 1945, 27 June 1945, 8 August 1945) 434, 443, 466.



Aerial View of City Hall and the Thomas Gamble Building, n.d.<sup>188</sup>

Shortly after settling into the new building, Mayor Thomas Gamble Jr. died unexpectedly while in office on July 13, 1945 (see following section for more information on Gamble). In his honor, the City Hall Annex was renamed “The Thomas Gamble Building” by a special resolution of City Council on September 19, 1945.

*Resolution by the Committee of the Whole:*

*BE IT RESOLVED by The Mayor and Aldermen of the City of Savannah, in council assembled, and it is hereby enacted by the authority aforesaid that the City Hall Annex Building shall be named “THE THOMAS GAMBLE BUILDING,” this being done by the City Government and the citizens of Savannah to serve as a permanent memorial to the honor and memory of the late Thomas Gamble and to perpetuate his name in tribute to the outstanding service rendered by him during his life-time to the City Government and the citizens of Savannah.*

*Adopted and Approved.*<sup>189</sup>

From this point forward, the building was no longer referred to as Kelly’s Building, Kelly’s Block, or as the City Hall Annex.

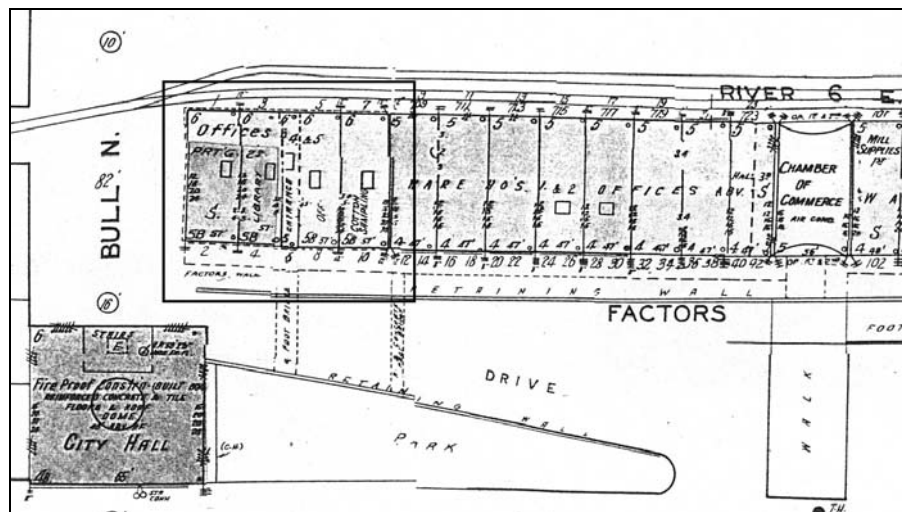
Since then, the Thomas Gamble Building has housed various City departments as the government has grown and increased their services to the community, fulfilling its “purpose of aiding and assisting in the housing of the City’s departments.” Over the years, the building has accommodated, among others: the vocational and rehabilitation division of the State Department of

<sup>188</sup> Taken from <http://www.sagis.org> (accessed 20 January 2005).

<sup>189</sup> Council Minutes (19 September 1945) 491.

Education; the Harbor Master's office; the City Electrical Department; the Metropolitan Planning Commission; the City Civil Service Board (Personnel Department); the City Employee Federal Credit Union; the City Traffic Engineering Department, the City-County Data Processing Center, the City Board of Electrical Examiners; the Bureau of Public Development; the Parking Enforcement Unit; the Department of Cultural Affairs; the Department of Community Housing; Management Analysis; and the Traffic Engineer's office. Long term tenants include the downtown branch of the Public Library, now named for Ola Wyeth, and the City's Engineering Department.<sup>190</sup>

Repairs and renovations continued on the building over the second half of the 20<sup>th</sup> century. As new City offices moved in or out, different spaces were renovated at different times. During 1956, 1966, and 1976, significant renovations were approved by City Council for the building. On a side note, City Council approved space in the Gamble Building for fall-out shelters for the Civil Defense Office on November 3, 1967.<sup>191</sup>



Sanborn Insurance Map of Savannah, Thomas Gamble Building, 1972<sup>192</sup>

<sup>190</sup> Gamble Building Plans and Designs, #24.86b, 24.89, 24.90, 24.91, 24.93, 24.94; *City Directories, 1950-2000*; Council Minutes (11 July 1947, 22 August 1947, 14 November 1947) 377, 399, 455.

<sup>191</sup> Council Minutes (9 November 1956, 23 December 1966, 3 November 1967, 12 August 1976) 173, 531, 466, 405.

<sup>192</sup> *Sanborn Insurance Map, 1972*.

On the river side, the Gamble Building had a slower evolution, as did the rest of River Street. The bottom floor of the building, accessed from River Street, was used for years as storage by the City's Electrical Department. The lower sections of the buildings along Factors' Walk were always intended for this purpose, and it wasn't until a new use was found for the riverfront, after the decline of the shipping industry, that storage was no longer acceptable.

In December 1976, the River Street Balcony Committee petitioned City Council to restore the eight cast iron balconies on the river side of the Gamble Building. In April 1977, along with extensive renovations of the stairwell, elevator, and heat and air conditioning systems, City Council approved the restoration of the balconies by Rives E. Worrell Company, Inc. for \$9,600. The restoration of the balconies occurred simultaneously to the completion of the Savannah Riverfront project, during which over \$7 million went to the renovation and restoration of 2,000 feet of waterfront property below the Savannah bluff into an attractive public riverfront park led by the design of architects Robert Gunn and Eric Meyerhoff, of Savannah. After the June 1977 grand opening of the new riverfront, the warehouses that once stored cotton and exports soon became populated with restaurants, bars, and souvenir shops, and River Street became the core of Savannah's tourist trade.<sup>193</sup>

By early 1981, the City was being pressured to rent out their valuable space on the bottom floor of the Gamble Building. Tony Ryan, representative of the Waterfront Association, and Sylvan Byck, a property owner on River Street, came before City Council on January 22, 1981 requesting that the four lower bays of the Gamble Building used by the City for storage be put to some other use. Already, for over a year, the City had been considering the storage area and City Manager Arthur A. "Don" Mendonsa assured the petitioners that the space would be leased to a suitable tenant, not a bar or restaurant, as soon as a new home could be found for the equipment stored there. By the end of the year, the space was rented to Sally Unlimited, Inc., a company operating tours of the historic district. Since then, the River Street portion of the property has been leased to businesses catering to visiting tourists, including tour companies like Savannah Riverboat Cruises, and restaurants like Olympia Café (Greek cuisine) and Colonel Beau's Ice Cream Palace.<sup>194</sup>

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<sup>193</sup> Council Minutes (12 August 1976, 16 December 1976, 24 February 1977, 21 April 1977) 405, 467, 37, 77; Sieg, 91-92; Lane, 231; *Savannah Morning News* (4 June 1977) 1A:5.

<sup>194</sup> Council Minutes (22 January 1981, 30 April 1981, 23 July 1981, 22 December 1981) 272, 332, 393, 39; *Savannah Morning News* (30 April 1980) 12C:1; *Savannah Morning News* (21 April 1981) 9A:1; *City Directories, 1985-2000*.

**CITY OF SAVANNAH OWNERSHIP (1943-PRESENT)**  
**MAYOR THOMAS GAMBLE (1868-1945)**

*He had served the city for nearly a half century. He had his whole heart and soul set in good works for the city.*<sup>195</sup>



Mayor Thomas Gamble, Jr., at his desk, n.d.<sup>196</sup>

Thomas Gamble, Jr., for whom Kelly's Block is now named, was born on March 16, 1868 in Richmond, Virginia, to Philadelphia natives Thomas and Mary A. E. (Faunce) Gamble. A six-term Mayor of Savannah, newspaperman, and local historian, Gamble began his career at the age of seventeen when he went to work for the *Philadelphia Press* and the *Philadelphia Enquirer* (1886-1887). He worked briefly for the *Richmond Whig* before moving, in March 1888, to Savannah and taking a job with the *Savannah Times Union*. Two years later, he went to work for the *Savannah Press*, to which he was named city editor in 1891, serving in that capacity until 1895. Gamble also founded the *Weekly Naval Stores Review*, a journal he edited until he died.<sup>197</sup>

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<sup>195</sup> "Tribute Paid Mayor Gamble by Outstanding Men of Savannah," *Savannah Morning News* (14 July 1945) 10:2.

<sup>196</sup> Savannah Images Project, taken from <http://www.sig.armstrong.edu/AASU/Gamble1.htm> (accessed 18 January 2005).

<sup>197</sup> Allen D. Candler and Clement A. Evans, eds., *Cyclopedia of Georgia, Volume II F-N* (reprint, Spartanburg: The Reprint Company, 1972) 98; "Mayor Gamble Dies Suddenly," *Savannah Morning News* (14 July 1945) 10:1-3; *Biography File: Thomas Gamble*.



*Newspaper work gave him a keen insight into the difficult problems of government and it increased his natural interest in history and biography, so that it was logical that along with his journalistic duties he became identified with minor public offices.*<sup>198</sup>

Gamble began his political career in 1894 when he worked towards the establishment of the Citizens Club with William W. Osborne. In 1896, he took his first government position, Chief Clerk to the Savannah Commissioner of Public Works. From 1899 until 1906, he served as Mayor Herman Myers' secretary. During this time, he compiled a history of the government of the City of Savannah and witnessed the replacement of the City Exchange with the City Hall on Bay Street, adjacent to Kelly's Block. In 1913, he returned to the secretary position, serving under Mayors Richard J. Davant, Wallace J. Pierpont, and Murray M. Stewart.<sup>199</sup>

*Of small stature he walked with vigorous step. His manner belied his age and his inclinations clung to efforts that always suggested a man of much younger age. At 74 he had the energy and ability of a man half his age.*<sup>200</sup>

Gamble maintained a residence on Tybee Island and, from 1926 until his resignation in 1932, he served as the Mayor of Savannah Beach (Tybee Island). After being elected Mayor of Savannah, Gamble resigned the Tybee post and was inaugurated on January 23, 1933. Gamble was elected six times as Savannah's Mayor (23 January 1933-25 January 1937, 23 January 1939-13 July 1945). He believed his most important contribution to the City was the establishment of Armstrong Junior College (now Armstrong Atlantic State University) in 1935.<sup>201</sup> In addition, he served on the Public Library board for nineteen years, including as its chairman (1928-1932). He was president of the Georgia Municipal Association and a popular member of the Association of American Mayors.<sup>202</sup>

*During his newspaper days and throughout his career as Mayor he displayed a deep interest in the city's history as well as in her progress and growth, and his literary talents were manifested in a number of excellent local*

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<sup>198</sup> "Thomas Gamble," *Savannah Morning News* (14 July 1945) 6:2.

<sup>199</sup> *Biography File: Thomas Gamble*.

<sup>200</sup> "Mayor Gamble Dies Suddenly."

<sup>201</sup> Today, many would argue that Gamble's greatest contribution to the community is the extensive collection of historical research and writing that he left behind. His work, covering a wide range of issues and personalities from the founding of Georgia until his death, has been a source of knowledge and inspiration for many students and historians.

<sup>202</sup> "Mayor Gamble Dies Suddenly."

*histories, biographies and sketches having to do with Savannah's city government, Bethesda, duels and duelists, John and Charles Wesley and a treatise on naval stores.*<sup>203</sup>

Mayor Gamble died, while in office, during a vacation to Alexian Brothers Rest Resort in Signal Mountain, Tennessee. The seventy-seven year-old suffered a heart attack on July 13, 1945. His body was brought back to Savannah on the Central of Georgia Railway and the funeral was held on July 15<sup>th</sup> at First Christian Church, followed by burial in Laurel Grove Cemetery. Upon learning of his death: City Hall closed and was draped in black mourning crepe; the Public Library closed; Superior Court adjourned; and the flags at City Hall, the Customs House, and other public buildings were lowered to half mast. At the next regular meeting of City Council, a resolution was passed honoring Gamble's service to the community. Over the next few months, important civic organizations passed similar resolutions, including the Savannah Chamber of Commerce and the Savannah Port Authority. In September, the City Hall Annex was renamed in his honor. The following year, a conte chalk portrait of Gamble, drawn by Chris Murphy, was presented to the City by his family and hung in Council Chambers in City Hall.<sup>204</sup>

*The late mayor is considered by many to have been one of the most progressive chief executives in the city's history.*<sup>205</sup>

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<sup>203</sup> "Thomas Gamble."

<sup>204</sup> "Mayor Gamble Dies Suddenly"; "Mayor Gamble's Funeral Today," *Savannah Morning News* (15 July 1945) 24; *Biography File: Thomas Gamble*; Council Minutes (25 July 1945, 5 September 1945, 19 September 1945) 458, 479, 493; "Murphy Completes Drawing of Gamble," *Savannah Morning News* (1 April 1946) 10:5; "Cunningham Lauds Gamble; Portrait Placed in Chamber," *Savannah Morning News* (28 November 1946) 14:5.

<sup>205</sup> "Murphy Completes Drawing of Gamble."

## APPENDIX: FLOORPLANS

*The following plans, for the three floors of the Thomas Gamble Building above Bay Street, were drawn in May 1943 by the Office of the City Engineer of Savannah.*

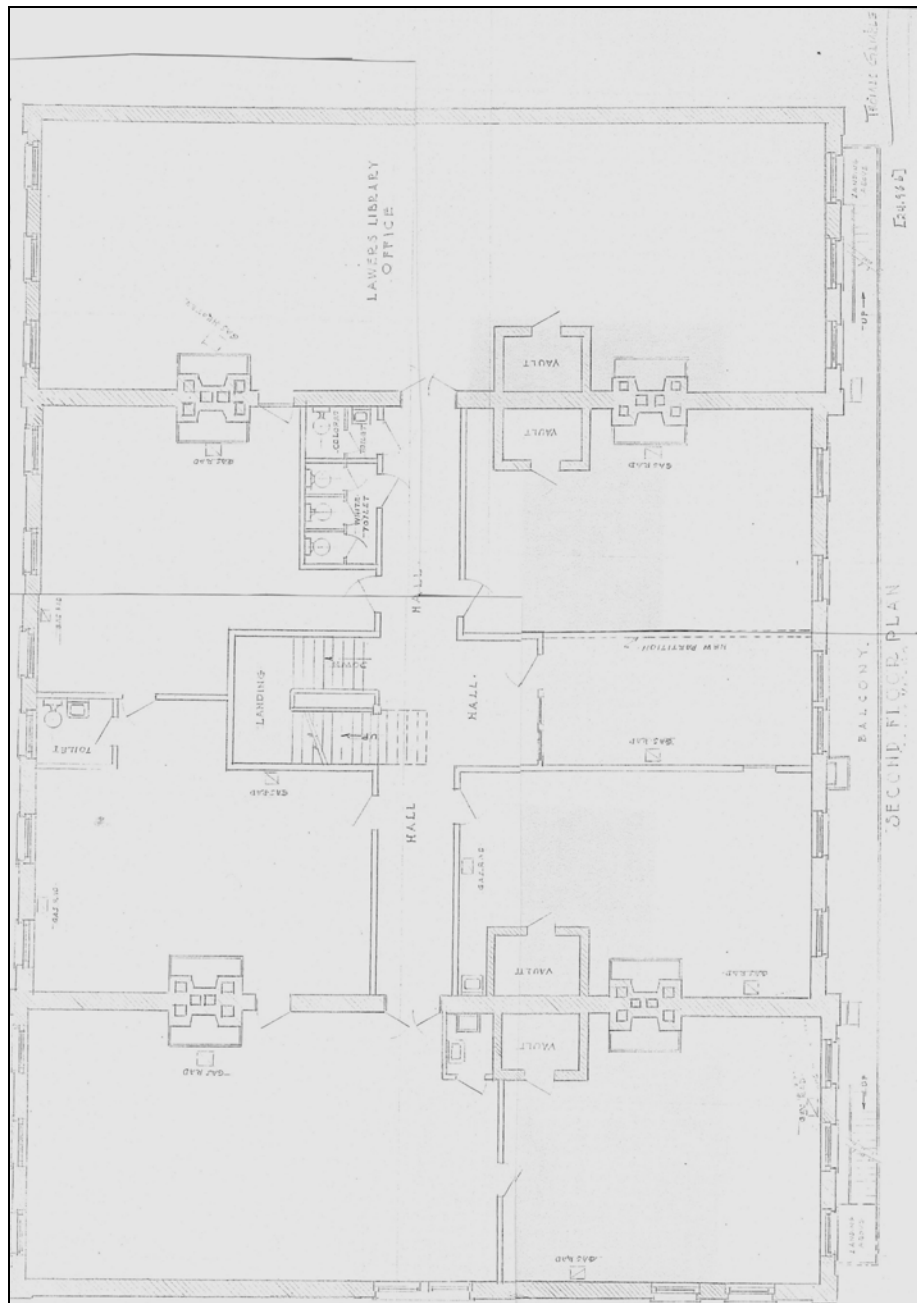
*The plans are currently in the care of the City of Savannah Research Library and Municipal Archives, located in City Hall, at Bay and Bull streets in Savannah, Georgia.*

*Following the floor plans, is the finding aid for all drawings and plans relating to the Gamble Building housed in the City's collections.*

[illegible]

81

**APPENDIX: FLOOR PLANS**  
**SECOND FLOOR (ABOVE BAY STREET)<sup>207</sup>**



<sup>207</sup> Gamble Building Plans and Designs, #24.96b.

This architectural drawing shows the third-floor plan of the Kelly Building. The plan is rectangular and divided into several rooms and corridors. At the top center is a staircase labeled "STAIRS". To its left is a room labeled "OFFICE NO. 1" with dimensions "23' x 33'". To its right is a room labeled "OFFICE NO. 2" with dimensions "23' x 33'". Below the stairs are two more offices: "OFFICE NO. 3" (23' x 33') on the left and "OFFICE NO. 4" (23' x 33') on the right. A central corridor, labeled "CORRIDOR" and "HALL", runs through the middle of the plan. On the far left and right sides are large vaulted areas labeled "VAULT". The bottom of the plan features a series of small rooms or alcoves, some labeled "OFFICE" and others "VAULT". Dimensions such as "23'-0\"", "33'-0\"", and "6'-0\"" are indicated throughout the plan. The title "THIRD FLOOR PLAN" is written at the bottom right, along with the scale "SCALE 1/8\" = 1'-0\"".

83

**APPENDIX: FLOOR PLANS**  
***GAMBLE BUILDING DRAWINGS FINDING AID<sup>209</sup>***

RECORDS INVENTORY

City of Savannah, Georgia  
Engineering Department

PLANS AND DESIGNS

DRAWER #24

SUBJECT: Gamble Building

<u>LOCATION</u>	<u>DESCRIPTION</u>
24.83	<ol style="list-style-type: none"> <li>1. Gamble Building, Savannah, Ga</li> <li>2. Proposed renovation--Housing offices, second floor</li> <li>3. April, 1977</li> <li>4. City Engineer's office</li> <li>5. 1 sheet</li> <li>6. blueline print</li> <li>7. copy</li> </ol>
24.84	<ol style="list-style-type: none"> <li>1. Gamble Building, Savannah, GA</li> <li>2. Renovations--Elevator and stairwell:  floor plans for four (4) levels  material list  schedules  general notes</li> <li>3. December 24, 1975</li> <li>4. Wm. Hunter Saussy, Jr., Consulting Engineer--Savannah, GA</li> <li>5. Sheet #1 of 3</li> <li>6. blueline print</li> <li>7. copy</li> </ol>
24.85	<ol style="list-style-type: none"> <li>1. Gamble Building, Savannah, GA</li> <li>2. Third Floor Renovation--Floor plans  Restored fireplace, brick wall  Wall Section  Details</li> <li>3. December, 1975</li> <li>4. City Engineer's Dept.</li> <li>5. 1 sheet</li> <li>6. blueline print</li> <li>7. copy</li> </ol>

<sup>209</sup> Finding Aid for Gamble Building Plans and Designs, Records of the City Engineer's Office, City of Savannah Research Library and Municipal Archives.

- 24.86    1. Gamble Building, Savannah, GA  
         2. Third floor renovation: elevator installation  
         3. December, 1975  
         4. City Engineer's Office/City of Savannah, GA  
             Alfred L. Hansard, Engineer  
         5. 2 sheets [GA-1. GA-2]  
         6. blueline print  
         7. copy
- 24.87    1. Gamble Building, Savannah, GA  
         2. Third Floor Electrical plans and diagrams/notes  
         3. November 15, 1975  
         4. Duloherly and Weeks--Consulting Engineers, Savannah, GA  
         5. 1 sheet--E-1  
         6. blueline print  
         7. copy
- 24.88    1. Gamble Building, Savannah, GA  
         2. Third Floor H.V.A.C; plans and details  
         3. November 15, 1975  
         4. Duloherly and Weeks, Consulting Engineers, Savannah, Ga  
         5. 1 sheet--M-1  
         6. blueline print  
         7. copy
- 24.89    1. Gamble Building, Savannah, Ga  
         2. Floor plan: Engineering Dept. w/section  
         3. July, 1967  
         4. No attribution  
         5. 1 sheet  
         6. pencil on tracing paper  
         7. manuscript
- 24.90    1. Gamble Building, Savannah, Ga  
         2. Office renovations of the Traffic Engineer's Office and  
             M.P.C. office  
         3. April 15, 1966  
         4. William Earl Weatherly, AIA Architect--Savannah, GA  
         5. 1 sheet of a series [A-4]  
         6. blueprint  
         7. copy



- 24.91    1. Gamble Building, Savannah, GA  
          2. Office renovations--Data Processing offices  
          3. December 9, 1963 Commission #GB6382  
          4. Ben Ritzert, AIA Architect--Savannah, GA  
          5. 7 sheets [Bound: #1 of 4, #2 of 4, #3 of 4, #4 of 4.  
              Unbound: #2 of 4, #3 of 4. Unnumbered: H/A layout]  
          6. blueline sepia print  
          7. copy
- 24.92    1. Gamble Building, Savannah, GA  
          2. Diagrams for air-conditioning for Water Dept. office  
          3. May 17, 1961 Commission #145  
          4. Earl F. Young, Consulting Engineer--Savannah, GA  
          5. Two (2) bound sets of four (4) drawings each  
          6. blueprints [some red pencil markings on one set]  
          7. copy/manuscript
- 24.93    1. Gamble Building, Savannah, GA  
          2. Air-conditioning duct layout for Water Office and  
              M.P.C. office  
              Floor plans; sections; material schedule; notes  
          3. May 9, 1960 Commission #142  
          4. Earl F. Young, consulting engineer--Savannah, GA  
              City of Savannah  
          5. 1 sheet [#1 of 1]  
          6. ink on tracing paper  
          7. manuscript
- 24.94    1. Gamble Building, Savannah, GA  
          2. Alterations and repairs to #2,4,6,8 East Bay Street:  
              Factor's Walk/  
              Bay St. floor plans  
          3. October 1, 1956 Commission #611  
          4. Architect's Associate--Savannah GA for City of Savannah  
              Cletus W. Bergen  
              Wm. P. Bergen  
              Vernon H. Nowell  
          5. 3 sheets  
          6. blueprint  
          7. copy
- 24.95    1. [Gamble Building, Savannah, GA]  
          2. Installation over basement, Installation Chart: details  
          3. June, 1955  
          4. City Engineer's Office  
          5. 1 sheet  
          6. pencil on tracing paper  
          7. manuscript

- 24.96
  1. Kelly Building (Gamble Building), Savannah, GA
  2. Floor plans: floors #1-3.
  3. May, 1943
  4. City Engineer's Office, City of Savannah
  - 5./6. 3 sheets--pencil/ink on tracing paper  
1 sheet--blueprint (2nd floor plan)
  7. manuscript/copy
- 24.97
  1. Gamble Building, Savannah, Ga,
  2. Floor plans: First Basement  
First floor (Bay Street level)  
Second basement (Factor's Walk level)  
Unidentified plan  
Third floor
  3. No date
  4. No attribution
  5. 3 sheets
  6. pencil/ink on tracing paper
  7. manuscript
- 24.98
  1. Gamble Building, Savannah, GA
  2. Floor plans for: Bay Street level--Manpower  
Second floor--Management Analysis
  3. No date
  4. City Engineer's Office
  5. 1 sheet
  6. blueline print
  7. copy
- 24.99
  1. [Gamble Building, Savannah, GA] Proposed Renovations
  2. Sections (window A/C unit; stair landing)
  3. No date
  4. No attribution
  5. 1 sheet
  6. pencil on tracing paper
  7. manuscript

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